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YUBA CITY

# CENTRAL CITY SPECIFIC PLAN & REVITALIZATION STRATEGY

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YUBA CITY

# CENTRAL CITY SPECIFIC PLAN & REVITALIZATION STRATEGY

Prepared for the City of Yuba City
by Freedman Tung & Bottomley
*Urban Design and Town Planning*

In Association with:

Korve Engineering
Nolte & Associates
Mundie & Associates

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*** Parentheses refer to Planning Areas or Standards or Guidelines Section:*

*SCA - Storefront Commercial Areas*
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*RA - Residential Areas*
*LI - Light Industrial Areas*
*SI - Site Improvements*
*S - Signs*

*Chapter I.*

# INTRODUCTION

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# INTRODUCTION

## A New Direction

Yuba City is at a crossroads. It can continue to rationalize the trends of recent years - strip development, residential growth into agricultural lands, and loss of employment to competing locations - or strike out in a new direction.

The community, elected officials, and City staff have voiced a clear preference for a new direction and have agreed upon a vision to guide it. The vision depends in many ways on a return to basics: a strong center-oriented development policy, instead of strip development and suburban sprawl on the City's perimeter; a solid local employment base; active, pedestrian-oriented commercial districts; opportunities for housing within walking distance of goods, services and public activities; and creation of a social and symbolic heart for the City.

*Active, pedestrian-oriented commercial districts are a basic element of the vision.*

## Plan Area Boundaries

The Central City Specific Plan Area is defined as the area bounded by Colusa Avenue (State Route 20) on the north, Del Monte Avenue on the south, the Feather River on the east, and Percy Avenue on the west. It totals approximately 295 acres. The City's two bridge connections across the river to Marysville are located within the Central City: the 10th Street Bridge connects to Colusa Avenue, and the 5th Street Bridge connects to Bridge Street.

The Central City includes some of the community's most important districts and destinations. These include the downtown commercial district along Plumas Street, the "Riverfront" district which contains the Sutter County Court House and other historic buildings, the Yuba/Sutter Fairgrounds, and the now vacant Del Monte Cannery site.

## The Planning Process

In 1989, the City began to explore options to improve the business climate of existing commercial areas and enhance the City's revenue base. It became obvious, through a series of public workshops and staff meetings, that a larger vision was needed to unify the disparate areas that comprise the Central City, and to turn some existing problems into opportunities for revitalization, particularly the former Del Monte Cannery site.

A Revitalization Concept and Strategy, Urban Design Concept Plan, and Town Square District Master Plan (for the Del Monte Site) were prepared and evaluated with the community in 1990. In late 1990, the City Council approved these plans in concept and directed staff to prepare a Specific Plan to implement them. A twelve-member citizen's committee was appointed to work with Staff to oversee preparation of the Plan, with six committee meetings held in the spring, summer and autumn of 1991.

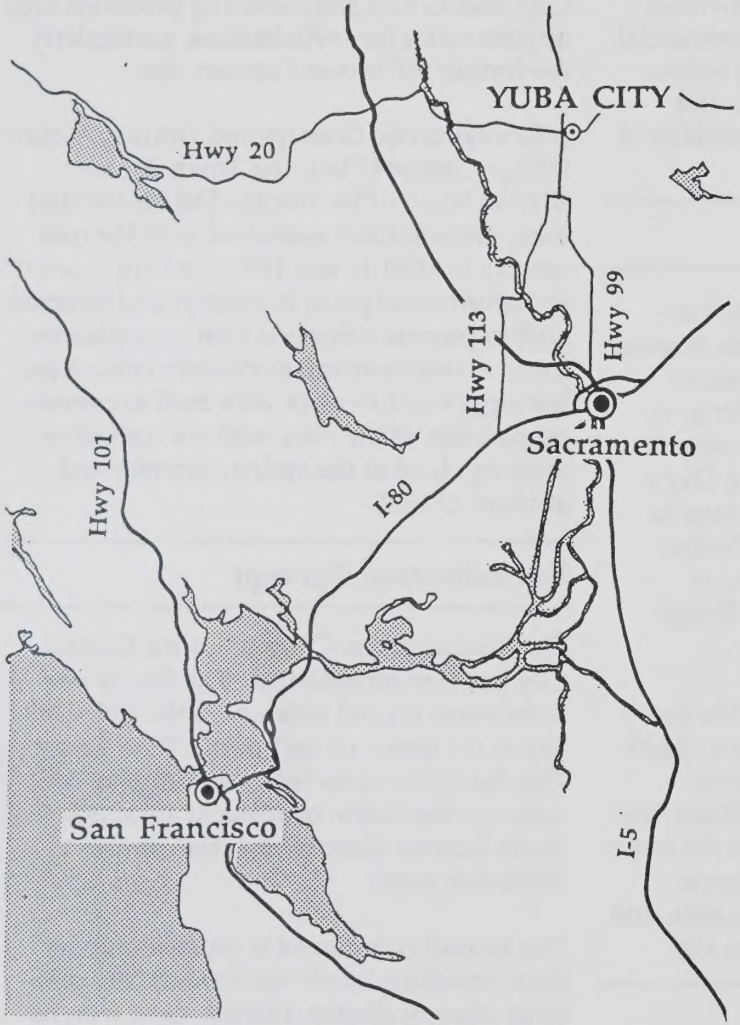
## Revitalization Concept

The Revitalization Concept for the Central City has two components. The first is new investment on and adjacent to the Del Monte Site at the center of the Specific Plan Area. This functions as an "economic engine" to drive revitalization of adjacent areas (see the Revitalization Concept diagram on the following page).

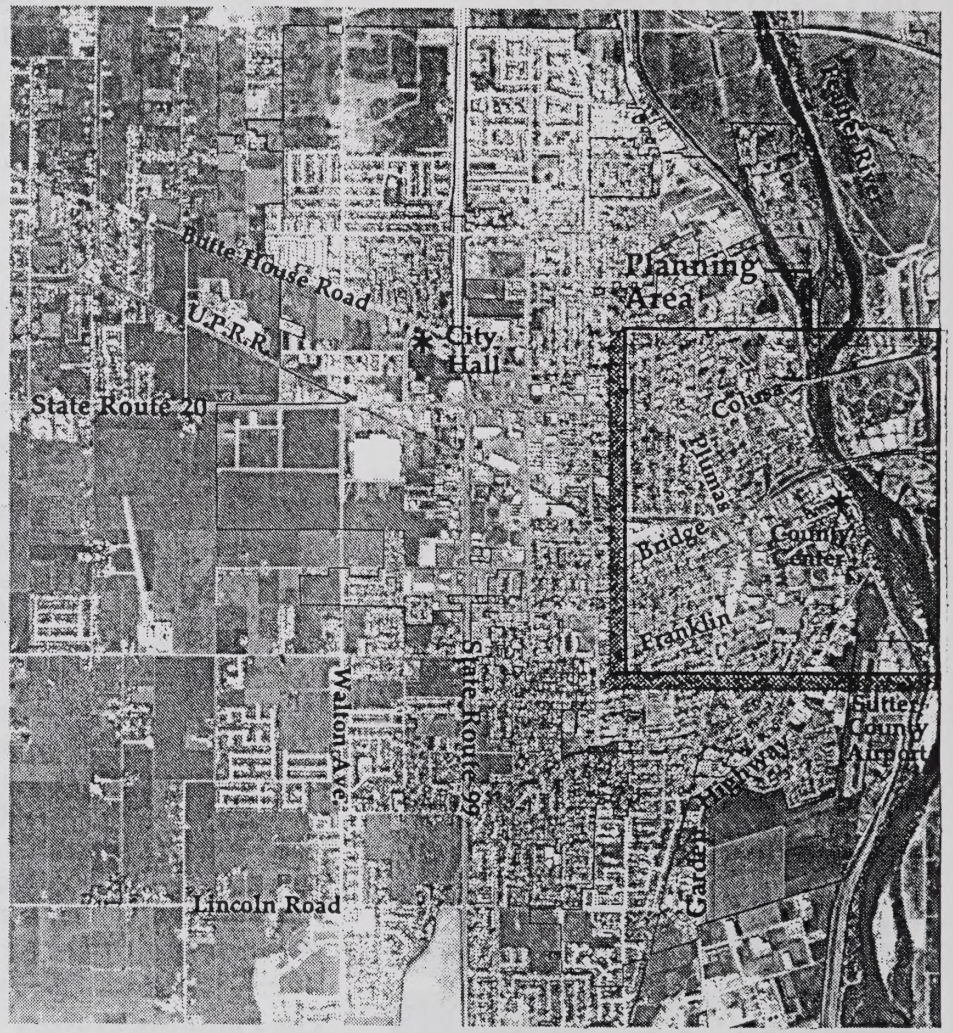
The second component is establishing the basic "building block" for Central City planning: clear, walkable districts, each with its own center. Three are established, based on the development pattern that exists today:

1) *Plumas/Teegarden* - will be a revitalized Downtown commercial and residential district with Plumas Street as its center.

2) *The Riverfront* - will be an expanded residential district with the existing



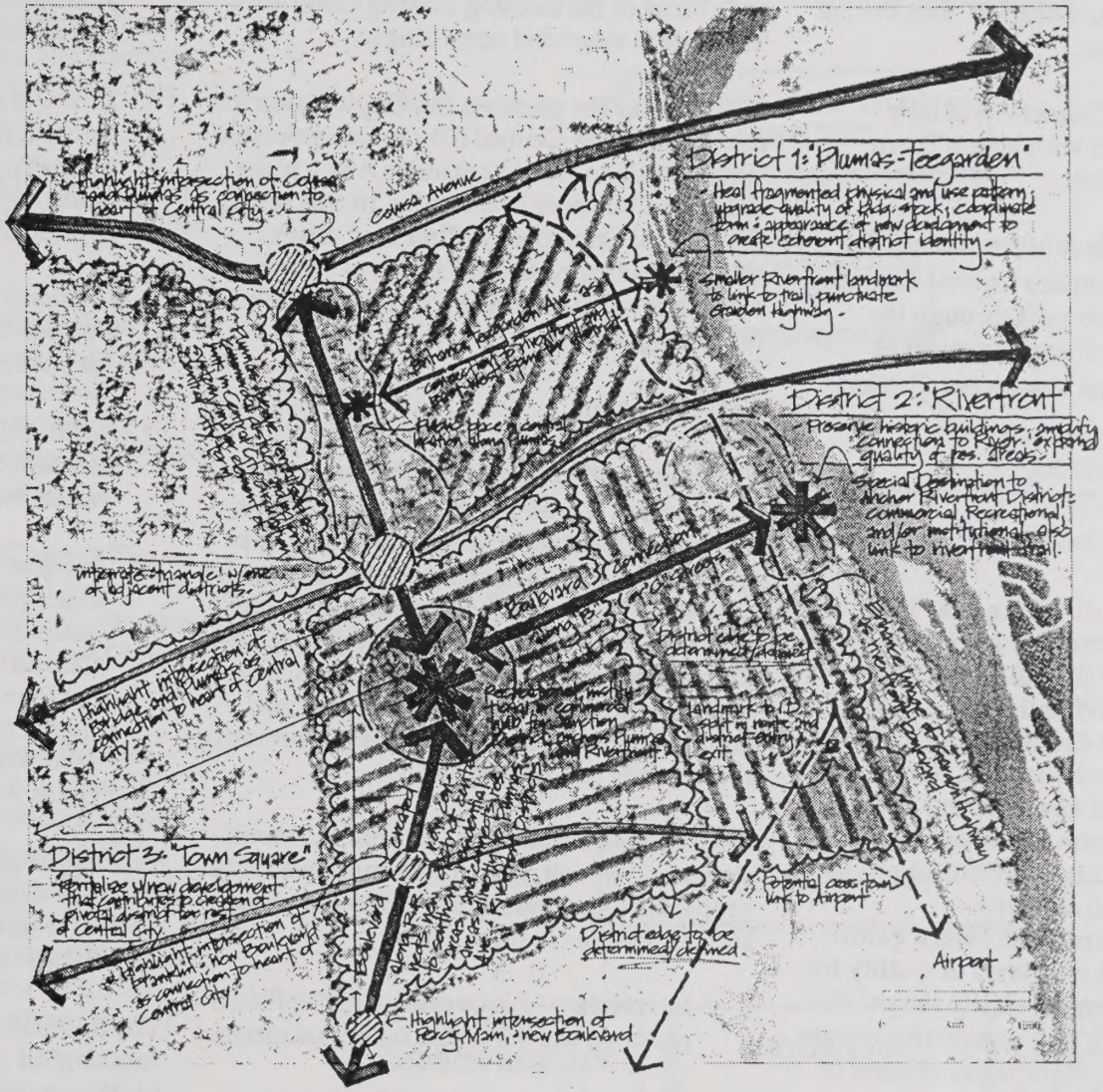

REGIONAL LOCATION




PLANNING AREA

THE CITY OF

# YUBA CITY




CENTRAL CITY

# REVITALIZATION CONCEPT

commercial area between "B" and Bridge streets as its center;

3) *The Town Square District* - will be a workplace district with a new Town Square as its center.

Plumas Street extends south as a central spine that unifies the entire Central City area. Streets that intersect or pass through the "Town Square District" are improved as important connections to adjacent districts.

## Using the Plan

### Purpose

The Central City Specific Plan is a "road map" to help guide the City over the next ten to twenty years. It provides background information to remind policy-makers and others of the Central City's context and the philosophy for its revitalization. It outlines general land use and development policies, and a ten-year program of city-sponsored capital projects and other revitalization efforts. The Plan also contains development standards and design guidelines that establish a new level of quality for design and development, clarify the public sector's expectations, and protect the private sector from inappropriate juxtapositions of types and forms of development.

Legally, the Central City Specific Plan is a tool for implementing the Yuba City General Plan, containing the goals, objectives, and policies needed to tailor the General Plan's policies to fit this particular area. As adopted, the Specific Plan's regulatory policies supersede those of the existing Zoning Code until the Code is amended accordingly.

Finally, the Plan presents the City's vision for the future of the Central City to those outside Yuba City who would consider it as a place to locate a business or a family. In this sense, the Central City Specific Plan is as much about *attracting* types and forms of development that will benefit the City as it is about regulating them.

### Organization

The Specific Plan has eight chapters, summarized below. Those interested in the Plan's underlying principles should refer to Chapters I through III. Those interested in specific policies for land use, circulation, and infrastructure should refer to Chapters IV, V, and VI, respectively. Those interested in specific capital improvements, revitalization programs, City costs, or the Plan's legal authority should refer to Chapter VII.

Development applicants, Planning Commissioners, City staff, and others concerned with preparing or reviewing development plans should refer to Chapter VIII.

I. *Introduction* - An overview of the Plan's purpose, basic intent, and organization.

II. *Background* - A review of land use and development patterns, General Plan and Zoning designations, and trends affecting the Central City.

III. *Revitalization Strategy & Urban Design Concept* - A description of the underlying goals and objectives for the Central City and a plan for its future form.

IV. *Land Use and Urban Design Element* - General policies for development type, intensity, and height, and concept plans for the design and development of special areas.

V. *Circulation & Transportation Element* - Policies and improvement standards for streets and intersections.

VI. *Utilities & Infrastructure Element* - Policies and improvements related to sewer, water, and storm drainage facilities.

VII. *Implementation Element* - A general description and timetable for the actions needed to get revitalization of the Central City underway, an overview of the Plan's estimated capital costs and fiscal effects, and a review of the Plan's relationship to the General Plan, Zoning Code, and Redevelopment Plan.

VIII. *Development Standards & Design Guidelines* - Regulatory requirements for new development within the Central City's Specific Plan Area.

The Specific Plan's organization reflects a "nesting" of policies and recommendations; i.e. they overlap and become more specific from one chapter to the next.

The general hierarchy of the Plan's policies is illustrated in the "Plan Overview" diagram. The **Revitalization Concept** described in this chapter is the fundamental economic devel-

opment and planning approach that drives all subsequent policies. The major supporting policies related to land use and development are contained in Chapters III and IV. They are:

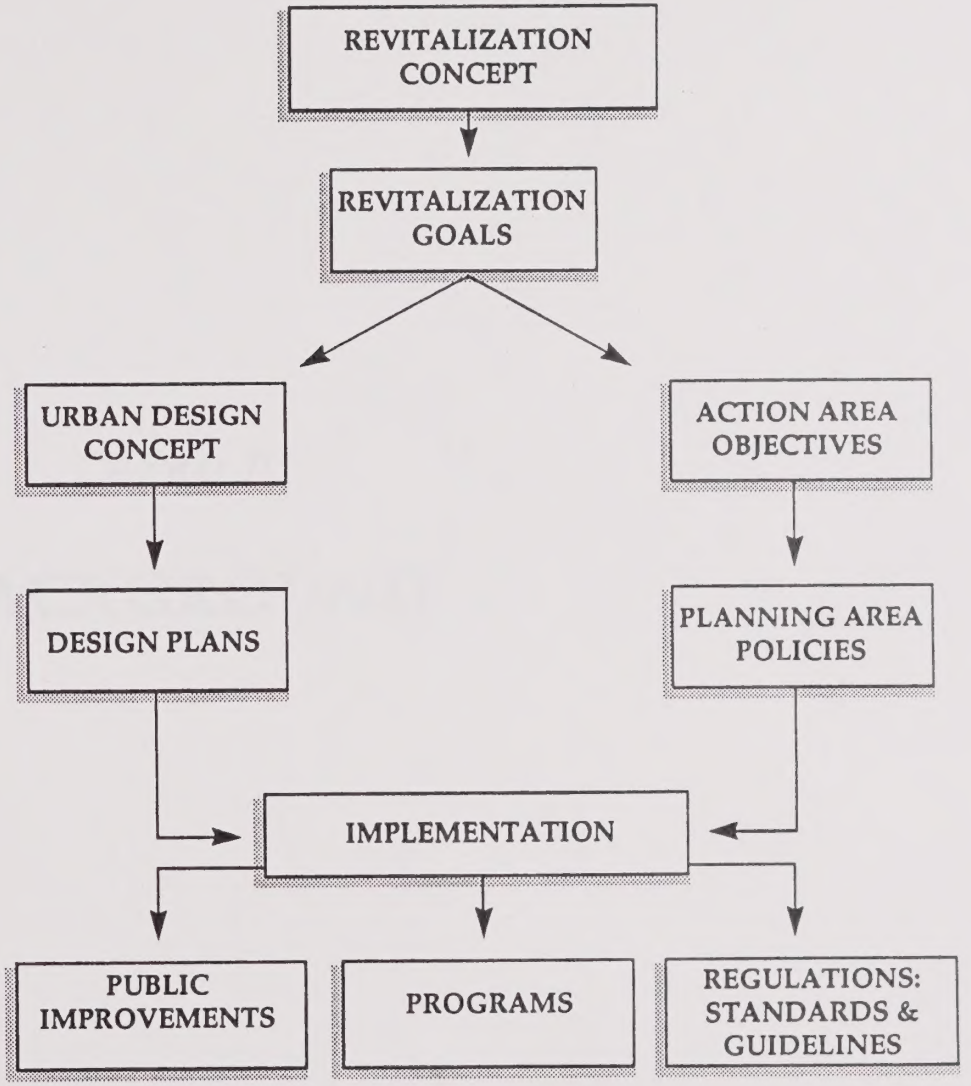
- **Revitalization Goals** (Chapter III): These are the Plan's primary "philosophical" directives.

- **Revitalization Action Area Objectives** (Chapter III): These are actions or opportunities the City should pursue for specific geographic areas within the Central City in order to promote the Revitalization Concept and Goals.

- **Urban Design Concept** (Chapter III): This is the preferred physical form for the Central City, reflecting the Revitalization Concept, Goals, and Action Area Objectives.

- **Planning Areas and Related Policies** - Land Use and Development Intensity, Height & Setback, Plan Buildout, Public Realm (Chapter IV): These are policies that support the Action Area Objectives, promote the realization of the Urban Design Concept, and manage growth and development in accordance with State requirements for specific plans.

## PLAN OVERVIEW DIAGRAM



*Chapter II.*

# BACKGROUND

# BACKGROUND

## Yuba City Context

Yuba City is located approximately 40 miles north of the City of Sacramento, the State Capitol of California. It is adjacent to State Route 99, which connects the City north to Chico and and south to Sacramento, Stockton, and other Central Valley cities. Interstate 5 is approximately 35 miles to the west. The Feather River, a major tributary of the Sacramento River, borders the City on the east.

In 1992 Yuba City had a population of just over 30,000. It is the County Seat for Sutter County, which has a population of 66,000. Yuba City shares a trade area population of approximately 140,000 with Marysville, its neighbor across the Feather River to the east.

***The Feather River borders the City on the east.***

## Problems

In recent years the City has faced a number of problems that are related to changes in the economy and their effects on patterns of development. Economies of scale and transport have dictated agglomeration of regional industries and services, in ever larger, more centralized facilities. Loss of the Del Monte Cannery in the early 1980's cost the City 800 jobs. Relocation of a major Bell Telephone facility cost another 80 jobs. Unemployment is high, especially for semi-skilled or unskilled workers. In 1990 it ranged from 11.8% in June, to 18.6% in December. Without new sources of employment, Yuba City is in danger of becoming a bedroom community, exporting workers to the greater Sacramento area labor market.

Investment in new development has, for the most part, been the "tract and strip" pattern common throughout the Central Valley. Large-lot, car-dependent, single family residential tracts reflect affordable housing costs, yet contribute to the loss of agricultural lands on the City's perimeter and the demise of its historic, small town character. Strip commercial centers and mini-malls provide a much-needed tax base, yet drain economic vitality from the City's older commercial areas.

The press dealt the City a blow in the form of the 1985 Rand McNally "Livable Cities" survey, placing it last on a list of 329 U.S cities. Though based on criteria with a metropolitan bias, this form of notoriety strikes hard at the pride of residents, who know Yuba City as a solid, family-oriented community. (Yuba City and Marysville were recently combined to create a single Standard Metropolitan Statistical Area (SMSA), grouped in the survey with cities like San Francisco and Portland.) It also hurts prospects for new investment, particularly from sources outside of Northern California.

## Opportunities

The trend toward decentralization of service sector employment, from major urban areas to satellite locations, brings opportunities to attract new jobs to the City. Cities in the greater Sacramento area, such as Roseville and Folsom, have emerged as employment centers in their own right, as firms from Sacramento and the Bay Area search for locations that offer lower operating costs, especially lower employee housing costs.

The jobs have yet to arrive in Yuba City. However, the housing is here. Many neighborhoods and residential areas still retain their traditional small town charm, and if the trend toward decentralization continues the jobs will not be far behind. Highway links north from Sacramento are planned for improvement over the next ten years, providing additional support. State Route 70 is proposed for widening to four lanes, reducing the travel time from Sacramento from sixty to approximately forty minutes. A third bridge connection is proposed over the Feather River. This "southern crossing" will facilitate through-traffic between adjacent highways, maintain road capacity for local development, and enhance travel between Sutter and Yuba Counties.

## Central City Character

The Central City contains three relatively distinct subareas: Downtown/Plumas Street; the Riverfront; and an older industrial "transition area". It also contains "residential islands" associated with these districts. (See "Existing Character" map on the following page.)

### Plumas Street/Downtown

The Plumas Street commercial district is an older storefront commercial area, containing approximately 85 businesses and 245,000 square feet of commercial development. Plumas was once Yuba City's "Main Street", but like main streets everywhere it has suffered from competition with shopping malls and strip commercial centers. Downtown has obviously been affected by new development along Colusa Avenue, Route 99, and across the River in Marysville. Though it does have a number of successful businesses, its general levels of sales, rents, and building maintenance are all relatively low.

On the north, Colusa Avenue, with relatively high traffic volumes (37,000 average daily trips) creates a powerful district edge. This traffic is a potential source of market support, though Downtown must compete for it with businesses along Colusa Avenue. Visibility of Plumas Street from Colusa Avenue is a significant problem. The curve at the intersection and the strip commercial buildings that line Colusa make it difficult for motorists to identify Plumas Street before they have passed it. Plumas Street is a dead-end in terms of through-circulation, terminating on the south at the vacant Del Monte site.

Extending to the river east of Plumas Street is a mixed residential, commercial, and industrial area, containing older single-family cottages and bungalows, a mobile home park, a car dealership and various commercial and light industrial buildings. Many residential properties are in need of repair,

***Colusa Avenue borders Downtown on the north.***

and in general the area has a fragmented, "fractured" quality to it. Commercial uses appear to have intruded on what was once an entirely residential area. To the west of Plumas Street is a stable, single-family residential neighborhood that is not part of the Specific Plan Area.

### The Riverfront

The Riverfront District includes buildings dating back to Yuba City's original agricultural shipping settlement, with a number of historic commercial structures still standing. It also includes Sutter County's historic Courthouse and Hall of Records and the County Schools building. The Riverfront contains approximately 175,000 square feet of mixed commercial space, some newer apartment complexes, and approximately 75 of the City's most attractive historic residences. The Riverfront District has excellent proximity to the Feather River, yet it is something of an enclave, disconnected from the rest of the Central City. Like Plumas Street, its busi-

To Marysville - SR. 70
To Marysville - SR. 70
Mixed commercial and residential. Identity Crisis due to fragmentation
"Riverfront District" Original Settlement Historic Downtown
Industrial Area in Transition
Del Monte Site
Feather River
Airport

CENTRAL CITY

# EXISTING CHARACTER

nesses seem to have a difficult time competing with outlying centers. Its main source of market support appears to come from through-traffic on Second Street/ Garden Highway, en route between residential areas to the south and the two bridges.

### Transition Area

Centrally located, at the "elbow" between the Riverfront and Downtown districts, is a large land area that contains a mix of industrial and publicly-owned properties. These include the vacant Del Monte Cannery, Yuba City Steel, the Yuba/Sutter Fairgrounds, and Gauche Park.

What was once an industrial zone on the perimeter of adjacent commercial districts has become an anomaly over the years, surrounded by residential development on the south and west. As businesses like Del Monte have moved on, the area has become a "hole" within the Central City's overall development pattern (see "Vulnerability to Change", later in this chapter). Low levels of existing use in terms of employees per square foot for commercial/industrial uses, and intermittent use in the case of the Fairgrounds, are the opposite of what is typically found at the center of a city or town.

Significant new development has yet to occur in the area. Recent development interest included a low-density, light industrial subdivision, and a large one-stop retail center of approximately 180,000 square feet. Neither proposal would have fit particularly well with adjacent residential areas. The retail facility would have competed with adjacent commercial districts, the "Mall at Yuba City", and other shopping centers for market support.

### Residential Islands

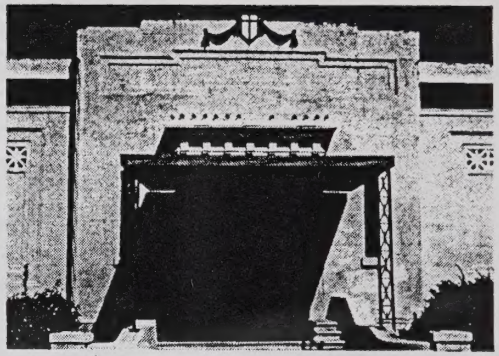
Residential areas east of Plumas Street and adjacent to the Riverfront are cut off from surrounding areas. The historic and architectural qualities of buildings in the Riverfront District make homes there more resilient in terms of value, attested to by generally high levels of property maintenance.

East of Plumas Street, however, maintenance is a problem. Homes are modest, and more of a "critical mass" of dwelling units is needed for the area to stabilize as a viable neighborhood. As noted, the area has been infilled with commercial development over the years. This typically encourages residential disinvestment and/or speculation as property owners hold on to land in anticipation of commercial rezonings or variances.

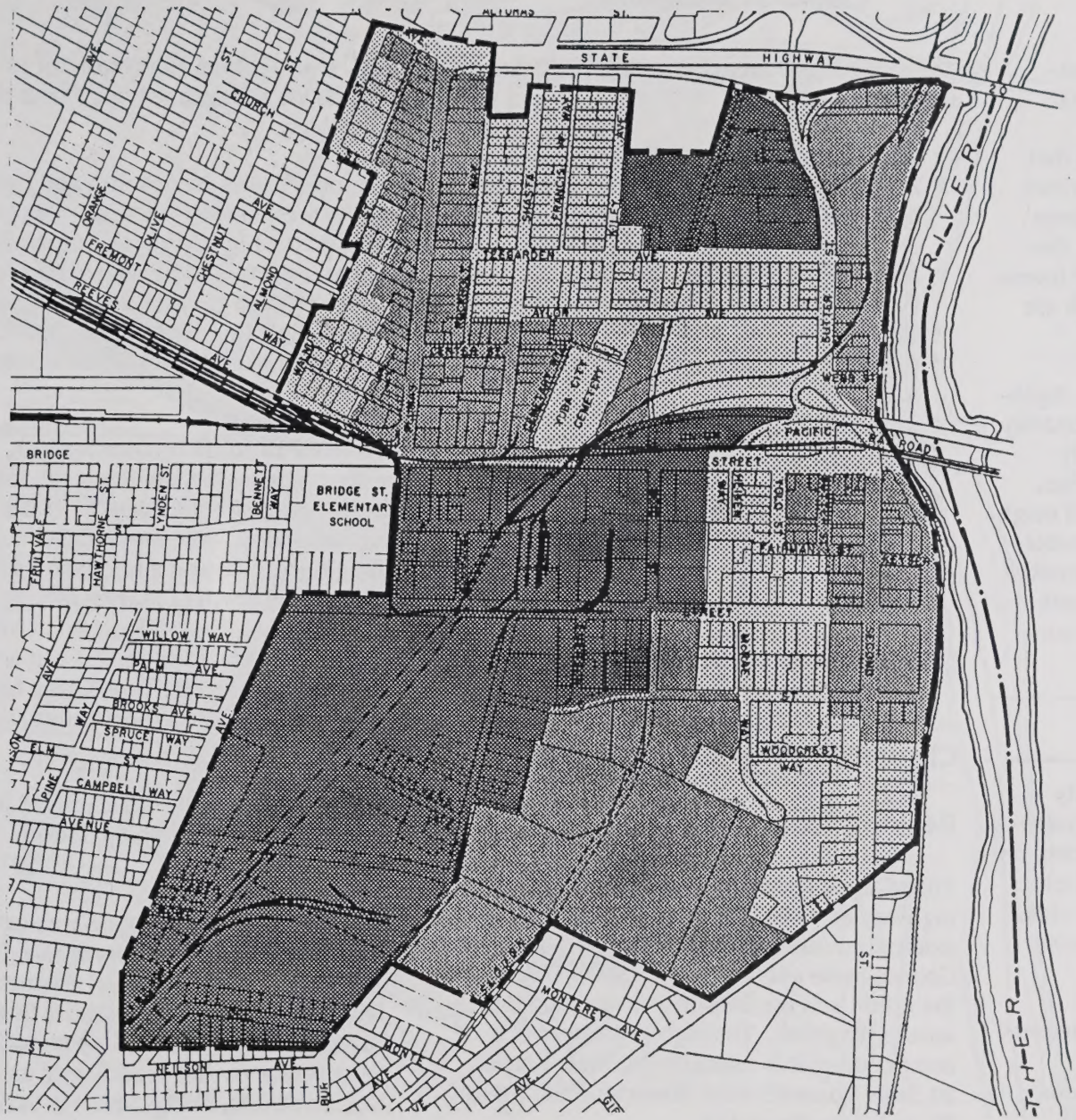
## Vulnerability to Change

The "Vulnerability to Change" map on the following page illustrates where change is likely and where it is not. Vulnerability has important implications. It can indicate where there are opportunities for beneficial change, as well as where development that is not particularly desirable could occur. Three general categories were identified. From most to least vulnerable they are:

1) *Vacant, Industrial, and Warehouse/Storage Areas* - These lands total approximately 130 acres, or 43%, of the Central City planning area. Their development potential is underutilized. For example, a vacant parcel zoned for industrial use would be more valuable if developed, and could be more valuable still if developed for a more intensive use. The Del Monte Site and adjacent properties fall into this category.



***Yuba City Cemetery has historical importance (and little vulnerability to change).***




## LEGEND

- MOST VULNERABLE: Vacant, Industrial, Warehouse/Storage Uses
- SOMEWHAT VULNERABLE: Commercial, Public and Institutional Uses
- LEAST VULNERABLE: Residential Areas and Rights of Way

CENTRAL CITY

# VULNERABILITY TO CHANGE

2) *Commercial and/or Institutional Areas* - These lands total approximately 100 acres, or 33%, of the Central City planning area. They include areas that are currently developed with uses that are viable, but where parcels are large and uses could easily change (e.g. the Fairgrounds), or where additional investment and strategies to encourage it are needed.

3) *Residential Areas, Streets and Other Rights-of-Way* - These lands total approximately 70 acres, or 24%, of the Central City planning area. Residential properties, especially single-family residential neighborhoods, are typically the most stable and least likely to change as the result of market forces or City policies. Streets and operational railroad lines are also unlikely to change.

## Pre-Existing Zoning

Zoning districts within the Central City Specific Plan Area reflect the hodge podge of existing uses (see "Existing Zoning" map on the following page). Residential and light industrial designations occur side-by-side, and commercial designations vary from parcel-to-parcel.

Among the large land areas that are vulnerable to change: the Del Monte Site is currently zoned Light Industrial Planned Development (M-1 PD) and Industrial Planned Development (M-2 PD); the Fairgrounds is zoned Multiple Family Planned Development (R-3 PD).

Aggregated land areas by zoning designation are as follows:*

- *Single-Family Residence - 8.2 acres*
- *Multiple-Family Residence - 22.0 acres*
- *Multiple-Family Residence Planned Development - 45.0 acres*
- *Neighborhood Business - 0.3 acres*
- *Central Business - 18.5 acres*
- *General Business - 20.3 acres*
- *General Business Planned Development - 6.1 acres*
- *Light Industrial - 30.2 acres*
- *Light Industrial Planned Development - 29.1 acres*
- *Industrial - 22.2 acres*
- *Industrial Planned Development - 47.1 acres*
- *Institutional & Professional - 2.9 acres*

* These areas do not include streets and other rights-of-way.

## Circulation Patterns

### Regional Facilities

Yuba City is served by several regional highway facilities providing access to six external counties (Yuba, Sacramento, Placer, Colusa, Butte and Yolo), the City of Chico to the north, and the Sacramento metropolitan area to the south. The highway network is comprised of five major routes: State Route 20, State Route 65, State Route 99, State Route 70, and State Route 113.

Known as Colusa Avenue in the vicinity of the Plan Area, State Route 20 travels east-west and is a four-lane undivided major arterial. It also serves as a connector to Marysville via a four-lane bridge over the Feather River.

State Route 99 runs north-south and traverses Yuba City west of the Plan Area. It is a four-lane undivided highway with a central lane serving as median and turning lane; north and south of Yuba City it becomes a two-lane undivided highway. State Route 99 is designated as a rural and Urban Scenic Route by the General Plan.

State Route 70 also travels north-south, somewhat parallel to State Route 99, east of Yuba City traversing Marysville. It is a limited access four-lane divided freeway south of Marysville and a two-lane undivided highway north of Marysville. Access to and from State Route 70 requires crossing Feather River at State Route 20 (Feather River Bridge) or Bridge Street (Twin Cities Memorial Bridge). State Route 70 is designated as a Rural Scenic Route.

Several arterials connect the Central City to surrounding areas and regional access facilities:

- *Bridge Street* - This is a four-lane east-west major arterial. It serves as a direct connector from the Central Business District eastward across the 5th Street Bridge to Marysville and westward to State Route 99. Between Shasta and Second Streets, Bridge Street is designated as an urban scenic route[1].

- *Franklin Avenue* - This two-lane minor-arterial has its eastern terminus at

## LEGEND

- A-H AGRICULTURAL HOLDING
- R-1 SINGLE-FAMILY RESIDENCE
- R-2 LIMITED MULTIPLE-FAMILY RESIDENCE
- R-3 MULTIPLE-FAMILY RESIDENCE, INSTITUTIONAL & PROFESSIONAL OFFICE
- C-1 NEIGHBORHOOD BUSINESS
- C-2 CENTRAL BUSINESS
- C-3 GENERAL BUSINESS
- M-1 LIGHT INDUSTRIAL
- M-2 INDUSTRIAL
- F FLOOD
- A AGRICULTURAL COMBINING
- PD COMBINING PLANNED DEVELOPMENT
- I-P INSTITUTIONAL & PROFESSIONAL OFFICE
- COMBINING SIGNIFICANT SITE

**Colusa Ave., Gray Ave., & City Center Development Area**

- C-3 PD
- M-1 PD
- M-2 PD
- R-3 PD

a. JACKSON WAY
b. COURT HOUSE WAY

CENTRAL CITY

# PRE-EXISTING ZONING

Garden Highway and its western terminus at State Route 99, at which point it becomes Franklin Road extending westward.

- *Garden Highway* - This is a major arterial with its northern terminus at Second Street and its southern terminus at State Route 99. It is used as an alternative truck route and intracounty transportation network.

- *Percy Avenue* - This four-lane north-south major arterial has its northern terminus at B Street and its southern terminus at Garden Highway.

- *Plumas Street* - This is a two-lane north-south minor arterial with its northern terminus at Queens Avenue and its southern terminus currently at B Street. Between State Route 20 and B Street, Plumas Street is designated as an Urban Scenic Route.

## Internal Circulation Facilities

Within the Central City, several local streets provide internal access and act as connectors to city arterials.

- *B Street* - This is a minor east-west arterial. It is a two-lane road with its eastern terminus at Second Street and its western terminus beyond the study area boundary at Palora Avenue. Between Boyd and Second Streets, B Street is designated as an Urban Scenic Route.

- *Shasta Street* - This north-south two-lane minor arterial extends north of the study area to Ainsley Avenue, and currently serves only the northern part of the study area. Between Bridge Street and State Route 20, Shasta Street is designated as an Urban Scenic Route.

- *Sutter Street/Second Street* - This two-lane north-south major arterial forms the eastern boundary of the study area. Between State Route 20 and Bridge Street it is known as Sutter Street, and extends northwest of State Route 20 to connect to Market Street. South of Bridge Street it is called Second Street and is the main access to Sutter County Airport. Between Bridge Street and Franklin Road, Second Street is designated as an Urban Scenic Route.

- *Wilbur Avenue* - This north-south two-lane collector extends from its northern terminus at B Street to its southern terminus at Garden Highway. It is directly west of the Yuba/Sutter Fairgrounds.

Notes:

[1]Urban scenic routes are designated by Yuba City staff, typically based on historic or aesthetic qualities.

*Chapter III.*

# REVITALIZATION STRATEGY & URBAN DESIGN CONCEPT

# REVITALIZATION STRATEGY & URBAN DESIGN CONCEPT

Yuba City needs a symbolic center that exemplifies and displays what is best in the community. This can have direct benefits: tax base, facilities and services, amenities. It can have indirect benefits as well, in terms of enhancing the City's overall image and its ability to attract quality investment to other areas within its borders. The identity of most communities is projected from the center, and over the years the center of Yuba City has fallen into disrepair.

The Central City also needs redirection if it is to remain viable economically and project a positive image. Existing commercial and residential areas are suffering from the investment vacuum created by the Del Monte Site. The situation needs to be reversed, to be turned inside out. The revitalization strategy proposed in this Chapter reflects the need to create an economic "engine" that can help drive investment in adjacent areas and turn what is presently a liability into an asset.

## Revitalization Goals

The revitalization strategy has three basic goals:

1. *Create a Social and Symbolic Heart for the City.*

   Community workshops and other public forums pointed to the need for civic and recreational facilities common to maturing communities. These include both recreation and cultural facilities - community meeting spaces, a library, swimming pools and gymnasiums, and facilities to accommodate performances. The community also identified a desire for an outdoor gathering space - a "town square" - for civic events as well as informal use. The Specific Plan proposes that lands be designated and funds programmed to build at least some of these facilities over time, with a portion of the Del Monte Site identified as the preferred location.

   These facilities would be primarily for residents, expressing the City's commitment to sustain and enhance the quality of life in Yuba City over the long term. Yet they also symbolize the importance the City attaches to the historic center of the community, and a philosophy that new investment and development in Yuba City need not happen only at the City's periphery.

2. *Use the Center as a Catalyst for Revitalization.*

   Investment in public facilities must function as a symbol of public commitment to revitalization efforts as part of an effort to attract an even greater share of private sector investment. It will draw people to the Central City that might not otherwise come, supporting commercial activity in the Plumas Street and Riverfront Districts.

   This on its own, however, will not be enough to drive the revitalization efforts that are needed. Attracting significant amounts of new employment to the Central City is therefore a fundamental element of the strategy. This will re-establish the Central City as a job center, while expanding the community's employment and revenue base. It will encourage commercial activity and reinvestment in adjacent commercial areas by increasing the daytime population, and help to generate additional funds through the Redevelopment Agency to finance public improvements and revitalization programs.

   It is anticipated that this development would most likely be "back office" space, accommodating data processing and other satellite functions for larger companies headquartered elsewhere. This type of development usually requires relatively low land costs in order to save on construction, by: 1) allowing buildings to be lower in height with more square footage on the ground, saving on building costs; and 2) allowing for surface instead of garage parking.

   These assumptions reflect a conservatively optimistic outlook in terms of attracting investment, based on current employment and development trends in the region. (If a company wished to develop a headquarters facility, however, with garage parking and other, more expensive forms of construction, it would constitute more efficient use of a finite land resource and therefore be preferable.)

*New investment at the center of the Planning Area will create an economic engine to drive the revitalization of adjacent districts. This "Town Square District" will also function as the social and symbolic heart of Yuba City.*

New housing is also recommended. It will take some of the pressure off of the agricultural perimeter of the City, helping to balance the increased demand created by new jobs. It will also support local commercial areas with a 24-hour population.

3. *Link the City to the Center.*

New development should build on what is best in Yuba City today: a small town, family-oriented environment and the civic and historic vestiges of an agricultural past. New buildings should reflect the qualities of Yuba City's best older architectural forms. Continuity in terms of character is essential if the community is to feel a sense of ownership for new development. It will also help market the area to potential investors who find Yuba City's quality of life an attraction for employers and new residents.

New streets should connect to existing ones, so that new development becomes an integral part of the pattern of the community over time. As an example, the Yuba City Redevelopment Plan and the General Plan both propose that Plumas Street be extended along the railroad right-of-way through the Del Monte Site to connect to Percy Avenue and Garden Highway to the south. This street should be more than just another circulation route. It should be an attractive gateway to and through the Central City.

The Central City should also serve as the jumping-off point for Riverfront recreational and open space facilities as they are developed in the future. The Feather River is a unique and still largely untapped recreational resource for the community, and it has the potential to be a major source of attraction to the Central City.

## Revitalization Action Areas and Objectives

Seven geographic subareas were identified for policy approaches tailored to promote the goals of the strategy (see "Revitalization Action Areas" map):

*1 - Downtown Revitalization Zone*
*2 - Del Monte & Yuba City Steel Sites*
*3 - Workplace Expansion Zone*
*4 - Residential Improvement Zone*
*5 - Light Industrial Zone*
*6 - Riverfront Rehabilitation District*
*7 - Fairgrounds and Gauche Park Area*

These Action Areas bolster the three major districts defined by the Revitalization Concept in Chapter I. However, each Action Area has its own set of planning objectives:

### *1 - Downtown Revitalization Zone*

- *Consolidate a Specialty and Convenience Retail Market Niche.*

  Downtown should not attempt to compete with malls and strip shopping centers for a share of the retail market. Successful main street commercial districts rely on specialty retail businesses - deli foods, cafes, small restaurants, one-of-a-kind clothes or antiques shops, and certain types of home improvements (the existing wood-burning stove store is one) - as a major ingredient. Special destinations, such as movie theaters, help attract a clientele and expose it to businesses on the street. Locally-oriented convenience retail and personal services - video rentals, hair salons, small drug stores - are also important. They provide a "foundation" by appealing to local residents, filling in the gaps and supporting the non-local specialty market.

- *Renovate the Existing Building Stock.*

  The way buildings look is a direct function of commercial vitality. Attractive buildings and facades are a key ingredient in any successful commercial district or shopping center. Maintenance and building appearance is a problem today. The City should establish a facade improvements program that encourages property and business owners to invest in their properties. Redevelopment Agency funds could be used for technical assistance, in terms of architectural services, sign design, etc., and/or toward the cost of paint and building materials.

- *Encourage New Construction that Taps the Demand Generated by New Residents and Workers.*

## 1 DOWNTOWN REVITALIZATION ZONE

- Renovate existing building stock
- Allow new construction where appropriate
- Accommodate specialty and convenience market generated by new residents and employment in adjacent areas
- Implement phased street improvements to meet the special needs of main street
- Consider business recruitment and retention programs

## 2 DEL MONTE & YUBA CITY STEEL SITES

- Acquire and redevelop as a job center for city
- Relocate industrial uses to more appropriate locations in the city
- Use portion of area for developing needed public facilities and services

## 3 JOB CENTER EXPANSION ZONE

- Reserve for additional employment in the Central City
- Consider residential infill depending upon development climate

## 4 RESIDENTIAL IMPROVEMENT ZONE

- Guide transition to a coherent neighborhood fabric
- Enhance streets and connections to Downtown and Riverfront
- Improve property maintenance levels
- Consider higher residential densities

## 5 LIGHT INDUSTRIAL ZONE

- Retain light industrial uses
- Allow market-driven residential development

## 6 RIVERFRONT REHABILITATION DISTRICT

- Upgrade building stock (especially commercial)
- Consider sensitive residential development that supports the existing neighborhood and provides additional services and amenities

## 7 FAIRGROUNDS & GAUCHE PARK AREA

If either use changes, consider opportunities for:

- College training center associated with adjacent employment uses
- Residential infill that extends fabric of Riverfront and southerly neighborhood areas

Note: **Slashed designations (e.g. 3/4) indicate preferred and secondary Action Area strategies.**

CENTRAL CITY

# REVITALIZATION ACTION AREAS

The Strategy calls for significant levels of new workplace and new residential development in the Central City. One of the goals is to support adjacent commercial areas, particularly Downtown. Parking requirements for new and replacement buildings should be reduced in favor of shared parking facilities. This will allow the contiguous storefront character of the district to remain even as new buildings are added. (Parcels in the district are small, and suburban-strip parking ratios make new development in the district difficult to support economically.) Accelerated project review and waiving of parking requirements for the first new buildings should be considered.

- *Install Public Improvements Which Reflect the Special Needs of a Main Street.*

Successful commercial districts rely on the physical qualities of the district as a whole as a key marketing ingredient. This requires a coordinated approach to physical improvements - street trees, lighting, parking areas, and the design and maintenance of buildings.

New street trees, lights, and pedestrian amenities should be installed to encourage strolling and lingering between businesses. The physical environment of the street should encourage people to visit more than one business, and to stay, sit, and chat while patronizing the area. Shared parking areas should be close and easily accessible, with trees for shade and lighting to encourage nighttime use.

***Special destinations help attract a clientele.***

- *Consider Business Recruitment and Retention Programs.*

The City should encourage key businesses to stay for the good of the overall district; the Sutter Theater is one example. Specialty and convenience businesses should be encouraged to locate downtown instead of along commercial strips. It may be desirable to recruit and even subsidize a special use (e.g. a restaurant, cafe, or bookstore) to spur revitalization.

### 2 - *Del Monte & Yuba City Steel Site*

The goals for this area are ambitious. It is to be the "engine" that drives Central City revitalization, the "hub" for adjacent districts, and the "civic heart" of the City. Objectives revolve around the need to reprogram land use and the form of development in the area to fulfill these goals.

- *Acquire Properties for Development as a Workplace District.*

Area 2 is well-located, close to major highways, bridge connections to Marysville, and the Sutter County Airport. The City has acquired properties to promote the area as the preferred location for new Workplace development in the City. Achieving this would be difficult without City ownership and coordination.

Proximity to adjacent commercial districts will promote their revitalization, but just as important is using these sites as part of a larger strategy to position the City to take advantage of recent trends toward suburbanization of employment. Back office, data processing, and other facilities are looking for locations outside of the Bay Area, and now outside of the Sacramento area, where home prices and labor costs are lower (Blue Shield located a customer service facility in Marysville recently for these reasons, as well the

*Industrial uses in the Central City have become an anomaly.*

historic characteristics of the building they occupied, and redevelopment assistance.)

*Relocate Existing Industrial Uses to More Appropriate Locations.*

Yuba City Steel, for example, is a valuable, home-grown business that provides jobs and produces substantial revenues for the City. But like Associated Trucking and other nearby businesses, it does not provide significant market support for nearby commercial districts, and conflicts in character with Bridge Street Elementary School and adjacent residential areas.

*Reserve a Portion of the Area for Public Facilities, Services and Spaces.*

The Del Monte Site is an outstanding central location for public facilities and elements of an expanded public realm. Public facilities should be concentrated, however, to leave land for the private sector uses that will contribute most to revitalization of the Central City.

## 3 - Workplace Expansion Zone

- *Reserve Land for Additional Workplace Development within the Central City.*

South across Franklin Street from the Del Monte Site are properties that are currently vacant or underutilized. While not proposed for City acquisition, these lands should be planned for subsequent expansion of Workplace development once Area 2 builds out.

- *Consider Infill Residential Development as an Alternative.*

The area should be considered for residential development only if market support is not sufficient to build out more than Area 2 with Workplace development over the moderate term. While not preferred, new housing in the area would complement existing neighborhood areas to the south, and fulfill the Strategy's goal of increasing support for existing commercial areas by intensifying the general level of land use within the Central City.

## 4 - Residential Improvement Zone

- *Guide Transition to a More Coherent Neighborhood.*

The neighborhood qualities of much of this area have been damaged by the intrusion of commercial and light industrial uses. The basic objective is to reestablish viable neighborhood districts with stable land values and population.

- *Enhance Streets and Connections to Downtown and the Riverfront.*

Sidewalks, street trees, lighting, and other elements of the public realm should be enhanced as efforts are undertaken to improve the quality of private properties. In particular, Teegarden Avenue and B Street should be improved as attractive "spines" that connect Plumas Street to Riverfront recreation areas.

- *Improve Levels of Property Maintenance.*

A maintenance assistance program should be considered to encourage property owners to keep up their properties. Code enforcement efforts should be intensified to encourage absentee landlords to maintain properties at higher levels, or sell them to new owners who will.

- *Allow Higher Residential Densities.*

Proximity to Plumas Street, growth in Central City employment, and the need for additional investment in the area make it a logical one to consider for upzoning to a multi-unit or townhouse density level. Additional population would support Downtown and address some of the demand for residential devel-

opment that would otherwise be supplied on the City's perimeter.

### *5 - Light Industrial Zones*

Two Light Industrial Zones are identified. One consists of the blocks between Bridge and B Streets, east of Bridge Street Elementary School. This area is in the "seam" between the proposed Workplace/Town Square district to the south and the Downtown commercial district to the north. The other zone straddles Sutter Street north of Teegarden Avenue. It is bordered on the west and south by the proposed Residential Improvement Zone.

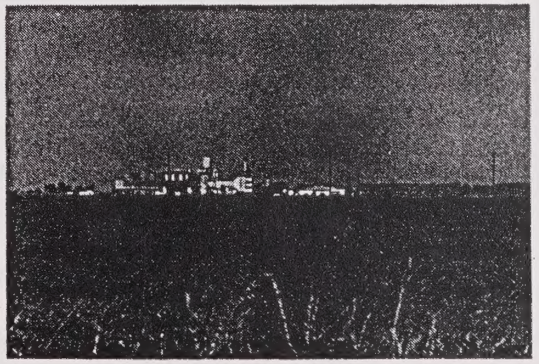
These two zones currently contain a number of solid light industrial businesses. Light industrial uses generally will not conflict with revitalization goals over the medium term, especially if site and building renovations and new development complement the types and forms of development proposed in adjacent areas. As portions of the Central City redevelop over the long term, however, light industrial uses will become more and more of an anachronism. They may become susceptible to, and should be, replaced by "higher and better" uses in terms of land value, such as housing. Objectives for Area 5 are to allow existing uses to remain indefinitely, yet also allow for them to be replaced by residential development as the land market in the Central City changes.

- *Permit Existing Uses and Businesses to Remain.*

Existing businesses in these areas provide employment and revenue to the City. A number of them have achieved the status of local institutions. Provisions allowing for light industrial land use should be retained in the City's Zoning Code and General Plan in order to allow these types of land uses to remain in the Central City. New additions and development should adhere to the Plan's standards and guidelines.

- *Allow Infill Residential Development.*

As local market demand occurs, encourage the light industrial areas to transition to residential uses that conform to the Specific Plan's standards and guidelines. As these areas transition, and in other residential areas, neighborhood-scale housing is the objective. This can be created from a single density of development, or from a mix of densities provided that basic policies related to setbacks, the location of garages and parking areas,



***New housing in the Central City will help preserve agricultural lands.***

and relationships of front porches and stoops to the street are followed. Apartment buildings with larger setbacks are generally more appropriate along major streets. Single family houses with smaller setbacks may be more appropriate along quieter, residential-access-only streets. Variations in density will accommodate a mix in the ages and incomes of residents.

- *Extend the Physical Qualities of the Riverfront District.*

Yuba City's greatest asset is its traditional neighborhood fabric. New residential development offers the opportunity to extend it. The Riverfront District contains Yuba City's most important concentration of historic buildings, many of which are residential. The forms of these buildings - rooflines, porches, setbacks, materials - should set the standard for new residential development in Area 5 and throughout the Central City.

- *Consider Opportunities for Office/ Commercial Development as an Alternative.*

If, over the medium term, market suppor for Workplace uses is stronger than it is for housing, the area adjacent to Bridge Street should be considered as a second expansion zone for Workplace development. This use would still support the overall revitalization strategy, though it would not be as sensitive to the particulars of geographic location; e.g. proximity to Bridge Street Elementary School and historic homes within the Riverfront District.

*Commercial buildings north of the County Center are vestiges of the original community settlement. They should be preserved and upgraded.*

## 6 - Riverfront Rehabilitation District

- *Upgrade the Existing Building Stock (Especially Commercial).*

This District contains Yuba City's most important concentration of historic buildings, as noted above. These buildings must be preserved as symbols of the community's history and as amenities that could be extremely important in marketing the Central City to potential investors. Facade and building improvements should be encouraged by focused City programs. Sensitive renovations and additions should be encouraged if additional value needs to be generated to justify increased levels of private sector investment.

- *Allow Sensitive Infill Residential Development.*

As local market demand occurs, encourage the light industrial areas to transition to residential uses that conform to the Specific Plan's standards and guidelines. As these areas transition, and in other residential areas, neighborhood-scale housing multi-unit residential development should be allowed in a limited area (see Chapter IV, "Planning Areas" map). It would support commercial businesses and could provide additional district amenities, primarily open space and better links across the levee to the river.

## 7 - Fairgrounds and Gauche Park Area

These open space facilities comprise relatively large land areas that are underused today. Objectives for Area 7 include redeveloping Gauche Park, and guiding new development on the Fairgrounds Site if the site becomes available in coming years.

- *Promote Development of a College Training Center/Consider for Workplace Development.*

A significant portion of Yuba City's residents, particularly those who used to work in the food packaging and storage industries, will need to be retrained for employment in more skilled lines of work. The local community college system and the State of California university system will expand as the population of this portion of the State grows and patterns of employment and housing continue to shift. The proximity of Area 7 to the Workplace District is good and could benefit an extension facility or similar, profession-oriented educational institution. Workplace development would also be appropriate.

- *Allow Residential Infill.*

If the Fairgrounds does move, and the market for workplace development is not strong and no interest arises in terms of using the site for an educational facility, residential development should be considered. The area spans existing residential neighborhoods to the south and east and the proposed Residential Infill Zone (Area 5) to the north. New housing could be shaped to create an attractive new neighborhood modeled on the Riverfront District.

- *Establish a Central Open Space.*

A central public open space or commons should be established as the focus of the area, regardless of the type of development that occurs.

- *Promote Development of a Baseball Park.*

An alternative use that should be considered for Gauche Park is a baseball park for a minor league team. A facility of this type would be consistent with the goal of making the Central City the community's major civic and recreational destination. It would be in character with the existing Fairgrounds and the

COLUSA AVENUE

- Commercial uses catering to the motorist, with attractive signs and convenient site access

PLUMAS STREET

- The city's "Main Street", featuring a wide variety of shops, eateries, and services
- A comfortable and attractive shopping street with a central plaza

TOWN SQUARE

The heart of town, featuring an attractive public open space, community and recreational facilities, and the city's most memorable landmarks

The "Lynch-pin" of the commercial core of town, uniting the downtown shopping district with the city's business center and neighborhood areas

- Ground floor retail & restaurant uses provide activity at the center of town

TOWN SQUARE DISTRICT

- Business center at the city's core
- Public and private facilities define significant city spaces
- Employee population within easy walking distance to Main Street and Town Square

PLUMAS BOULEVARD

- A gracious thoroughfare featuring unified architecture and a central promenade
- The most prestigious new business address

DOWNTOWN NEIGHBORHOOD

- Residents within easy walking distance of the Main Street and Town Square
- A variety of housing types that reflect the traditional character of the city

RIVERFRONT DISTRICT

- An extension of the excellent qualities of the existing Riverfront Neighborhood
- "Old Downtown" district with additional housing, residential services and a neighborhood park
- Orientation of the district to the River as a visual amenity

PUBLIC GARDEN

RESEARCH/TRAINING CAMPUS

- A combination of college facilities, training institutes and office buildings to orient toward a convenient and attractive central place

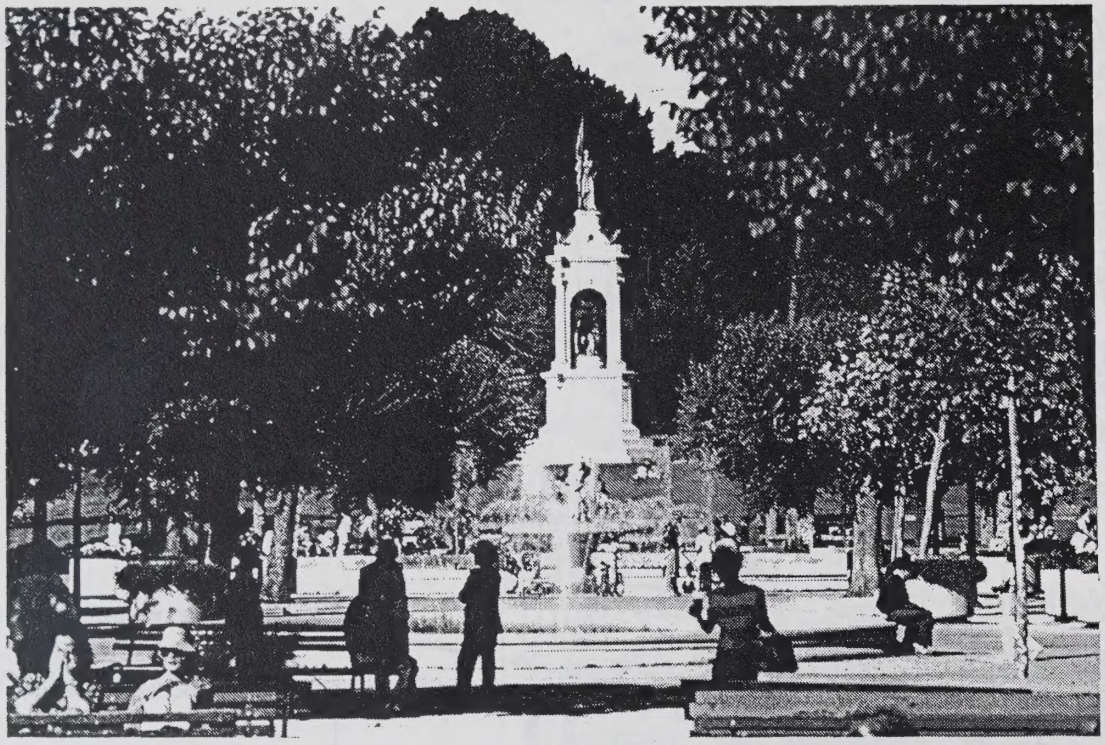
FRANKLIN CIRCLE

FOOTPATH/GREENWAY

- Hiking/Biking Trail linking public space
- Buffer Zone protecting residential neighbourhoods

CENTRAL CITY

# URBAN DESIGN CONCEPT



*The Town Square will function as a "public living room" for Yuba City residents and nearby employees.*

proposed Sports Complex. It could also attract people from nearby cities who would be potential patrons of businesses Downtown and in adjacent districts.

## Urban Design Concept

The Urban Design Concept on the preceding page illustrates Revitalization Goals and Objectives translated into physical form. It is the long term vision for the Central City, indicating the way new public facilities, Workplace and Residential development should be configured in order to create coherent new districts.

Elements of the Urban Design Concept are:

- *Colusa Avenue* - Commercial uses catering to motorists, with attractive buildings, signs and convenient site access.
- *Plumas Street* - The City's "Main Street", featuring a wide variety of shops, eateries and services, comfortable and attractive pedestrian improvements, and a small central plaza.
- *Town Square* - The heart of town, featuring an attractive public open space, community and recreational facilities, and the City's most memorable landmarks. Ground floor retail and restaurant uses provide activity. New streets make the Town Square the "linch-pin" of the Central City, uniting Downtown with adjacent Workplace and Residential areas.
- *Town Square District* - A Workplace District in the core of the City, with a significant employee population within easy walking distance of Plumas Street and the Town Square, and buildings that shape significant new public spaces.
- *Plumas Boulevard* - A gracious thoroughfare along the old railroad right-of-way, featuring a central promenade, unified architecture, and the most prestigious business addresses in the City.
- *Downtown Neighborhood* - Infill housing puts residents within easy walking distance of Plumas Street and the Town Square; a variety of housing types reflect the traditional character of the City.
- *Riverfront District* - An extension of the qualities of the existing Riverfront area, with this "Old Downtown" district supported by some additional housing, residential services, and a neighborhood park; where possible, orientation of new facilities to the river as a visual amenity.

- *Public Garden* - A site for the Fujishiro Garden and Tea House, sponsored by Yuba City's sister city in Japan.

- *Research/Training Campus* - A possible future use of the Fairgrounds Site for a combination of college facilities, training institutes, and office buildings oriented around a convenient and attractive central open space.

- *Franklin Circle* - A special landmark that complements the Town Square and provides a focus for adjacent development.

- *Jogging/Walking/Biking Path* - a path and greenway linking public spaces and buffering adjacent residential neighborhoods.

A number of these elements are described in more detail under "Design & Development Concept Plans' in Chapter IV.

*Chapter IV.*

# LAND USE & URBAN DESIGN ELEMENT

# LAND USE & URBAN DESIGN ELEMENT

This element identifies the types and intensities of development planned for the Central City, and provides basic policies for the form of both public and private sector investment. Regulatory requirements to implement these policies are contained in Chapter VIII, "Development Standards & Design Guidelines".

## Basic Policies

### Land Use and Development Intensity Policies

Four regulatory "Planning Areas" are established for the Central City: *Residential, Storefront Commercial, Workplace* and *Light Industrial.* A non-regulatory *Preservation* area is designated for the Riverfront and Yuba City Cemetery. The specific plan's guidelines for *Residential* development, *Site Improvements, Signs,* and *Lighting* apply to *Preservation* areas. The Planning Areas reflect the Revitalization Action Areas and subdistrict strategies described in Chapter III.

The "Planning Areas" map on the next page identifies their locations:

- *Workplace* is designated for the Del Monte Site and the central portion of the planning area;
- *Residential , Light Industrial,* and *Preservation* is designated for adjacent areas to the north and east.
- *Storefront Commercial* is designated for Plumas Street and a portion of the Riverfront District.
- *Light Industrial* is designated for existing light industrial areas along Bridge and Sutter Streets.

The Planning Areas establish the preferred long-term development pattern in the Central City. Existing uses in some locations will probably not change to those established by the Planning Areas for quite some time; e.g. commercial uses along the east side of Sutter Street are stable and are unlikely to change to multi-unit residential in the near term. Optional uses depend upon future development conditions.

The "Residential Areas" plan on the following page indicates residential densities throughout the Central City. In general, levels of development intensity for both residential and commercial development are higher than elsewhere in the City. Residential development ranges from a minimum of 12 to a maximum of 45 dwelling units per acre. Commercial development has a maximum floor-area-ratio (FAR) of 1:1.

### Height and Setback Policies

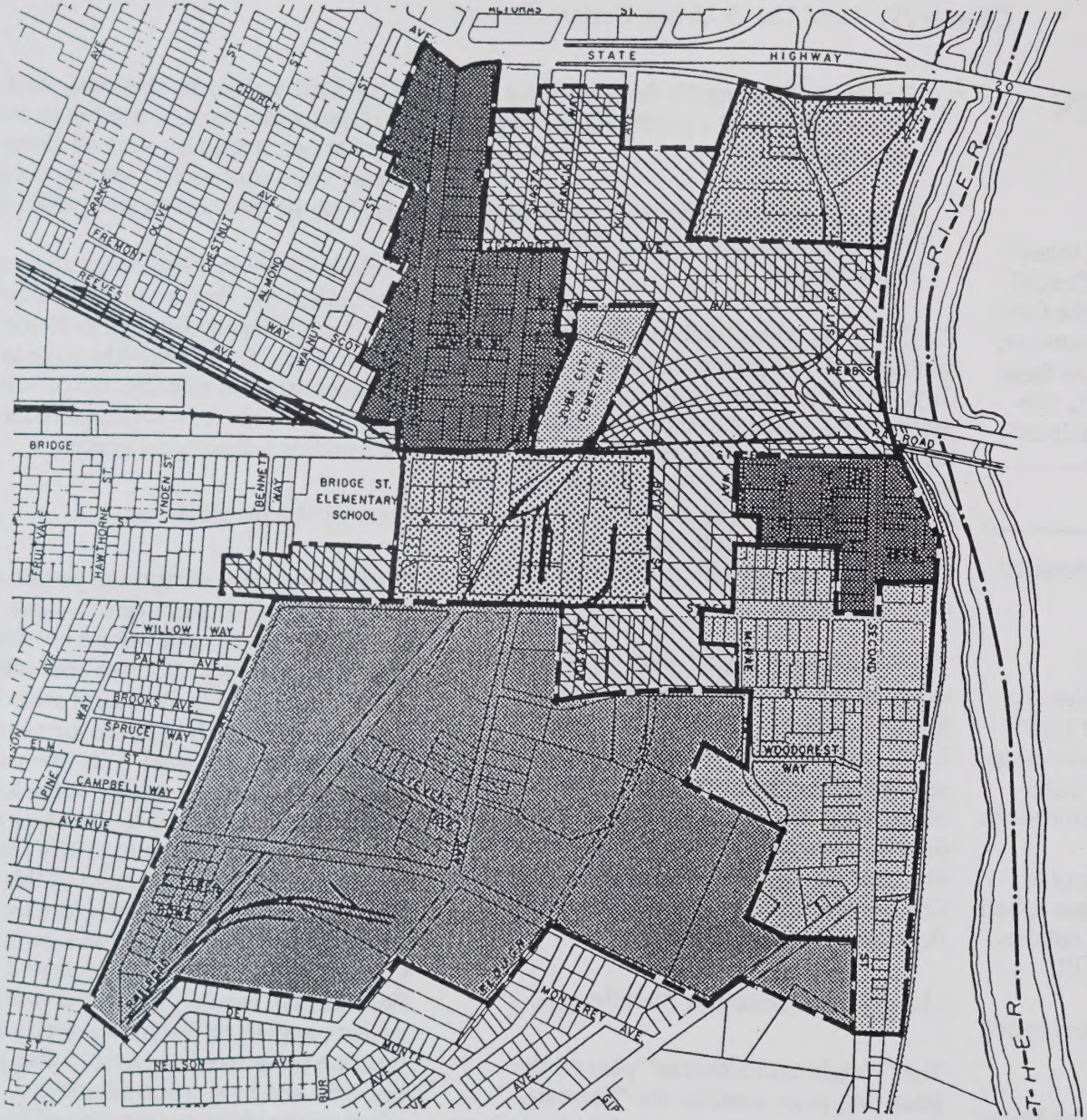
The "Height and Setbacks" plan on the following page parallels the "Planning Areas" Plan, giving a sense of the basic form of development desired. Because development intensities are greatest in the Central City, buildings are tallest and setbacks are smallest. In general, a three-story height limit applies to *Residential* areas and a four-story height limit applies to *Workplace* and *Storefront Commercial* areas. A minimum building height of two stories is required along Plumas Boulevard and Town Square frontages to frame these important public spaces.

*Storefront Commercial* buildings are required to be built to the right-of-way. In *Workplace* areas setbacks range from 12 to 35 feet to provide a green, parkway-like edge to streets. In *Residential* areas setbacks range from 12 to 20 feet to provide for a higher density version of a traditional front yard space.

### Plan Buildout Policies

The intensity of development *permitted* by the Plan is likely to be significantly different from the intensity of development that is *likely.* For example, a floor-to-area ratio (FAR) of 1:1 is permitted in *Workplace* areas (i.e. 1 square foot of building space for every 1 square foot of land area). This intensity of development typically requires some form of structured parking, and land values are not likely to be high enough to justify the cost in the near term. If development of this intensity were proposed, however, the increased concentration of employment would further Central City revitalization goals and the Specific Plan would permit it; a similar comparison applies to residential densities. Existing patterns of ownership and parcelization will also have a considerable dampening effect on the ultimate intensity of development that occurs.

For the purposes of traffic, circulation, and infrastructure planning, then, buildout is not a case in which all areas within the Central




## LEGEND

- Residential (12 - 45 du/acre)
- Storefront Commercial
- Workplace (1:1 FAR)
- Preservation
- Light Industrial

CENTRAL CITY

# LAND USE PLANNING AREAS

## LEGEND

20 DU/ Acre Minimum Density Required:
45 DU/ Maximum Density Permitted

12 DU/ Acre Minimum Density Required;
45 DU/ Acre Maximum Density Permitted

CENTRAL CITY

# RESIDENTIAL AREAS

## LEGEND

- R.O.W. Build-to Line 20′ Minimum Height
- R.O.W. Build-to Line 2-Story Minimum
- 25′ Minimum Setback
- Corner Cutback 20′ Minimum Height
- Franklin Circle 25′ Build-to Line
- 12′ Min., 20′ Max. Setback 3-Story Maximum 4-Story with Special Roof
- 12′ Min., 20′ Max. Setback 4-Story Maximum

CENTRAL CITY

# HEIGHT & SETBACKS

City are developed to the maximum intensity level permitted. Buildout is the most desirable outcome likely over a ten to twenty year period. *Workplace* densities are estimated to average to an FAR of approximately .45:1, the highest intensity at which surface parking can be accommodated. Residential densities are estimated at 20 units per acre, generally the highest density at which surface parking is provided.

Estimates of likely and maximum possible buildout (i.e. net new development) are organized by Action Area in order to accommodate the policy options for each; they are listed in Table 4.1. If there were clear indications that levels of buildout were likely to be significantly greater than these estimates, the Specific Plan's circulation, infrastructure, and fiscal policies would need to be reevaluated.

## Action Areas, District Formation, and Relationship to Development Policies

The underlying goal for configuring and programming the Revitalization Action Areas is to promote investment while shaping clear and coherent districts. This is essential if new development is to relate to the existing fabric of the City, to be more than just a collection of "projects". The Planning Areas help implement this goal.

To facilitate investment, more than one development option is identified for some of the Action Areas. However, each option is contiguous with and dependent upon the fabric of an adjacent area. For example, the preferred objective for Area 3, the "Workplace Expansion Zone" is employment-generating development that supports the local economy and contributes to Central City Revitalization Goals. It extends the *Workplace* proposed for the Del Monte Site and adjacent properties. The fallback policy objective is to allow *Residential* development that would be an extension of existing neighborhood areas on the south.

In Area 5, "Light Industrial Zone", housing that extends the fabric of adjacent residential streets, links to Bridge Street Elementary School, and helps support the Plumas Street and Riverfront commercial areas is the preferred long-term objective. The fallback is *Workplace* development that links to the Del Monte Site area.

In no case are uses recommended which are not compatible with adjacent development patterns on at least one side. Shopping centers are not acceptable as a substitute for commercial office or residential uses. Neither are industrial, auto services, large-scale building supply, storage, or other uses that would clearly conflict with the goals of the Revitalization Strategy.

## Public Realm Policies

The public realm consists of spaces and places that are used primarily by pedestrians: streets and sidewalks, parks and plazas, open space trails or paths, and public facilities. This section establishes policies to promote an attractive and contiguous public realm as part of future public and private sector actions. They promote a framework of public destinations and connections between them that will give a clear and memorable overall form to the Central City.

Major elements of the "Public Realm" are indicated on the plan on page 31. As it shows, the goal is interconnection of districts and destinations. Pedestrian improvements and amenities must be varied according to the objectives defined for the Action Areas in which they occur.

In Downtown improvements should encourage shopping and lingering. Elsewhere they should create a pleasant, yet more linear pedestrian environment geared to walking. For example: pedestrian-oriented intersection and street improvements along Plumas Street between Bridge and "B" Streets, and along "B" itself, are important to encourage *Workplace* employees to walk to the Downtown and Riverfront Districts. Plumas Street changes character from a storefront shopping street to a "grand boulevard"; open spaces and walks in between should be varied accordingly.

Residential access streets have less traffic, are narrower, and need less in the way of a planting strip to separate walks from traffic. Wider, more heavily-travelled streets like Second Street need more of a planting strip, wider walks to balance pedestrian space with vehicular space, and greater building setbacks. These and other policies to shape the public realm are incorporated in the Development Standards & Design Guidelines contained in Chapter VIII.

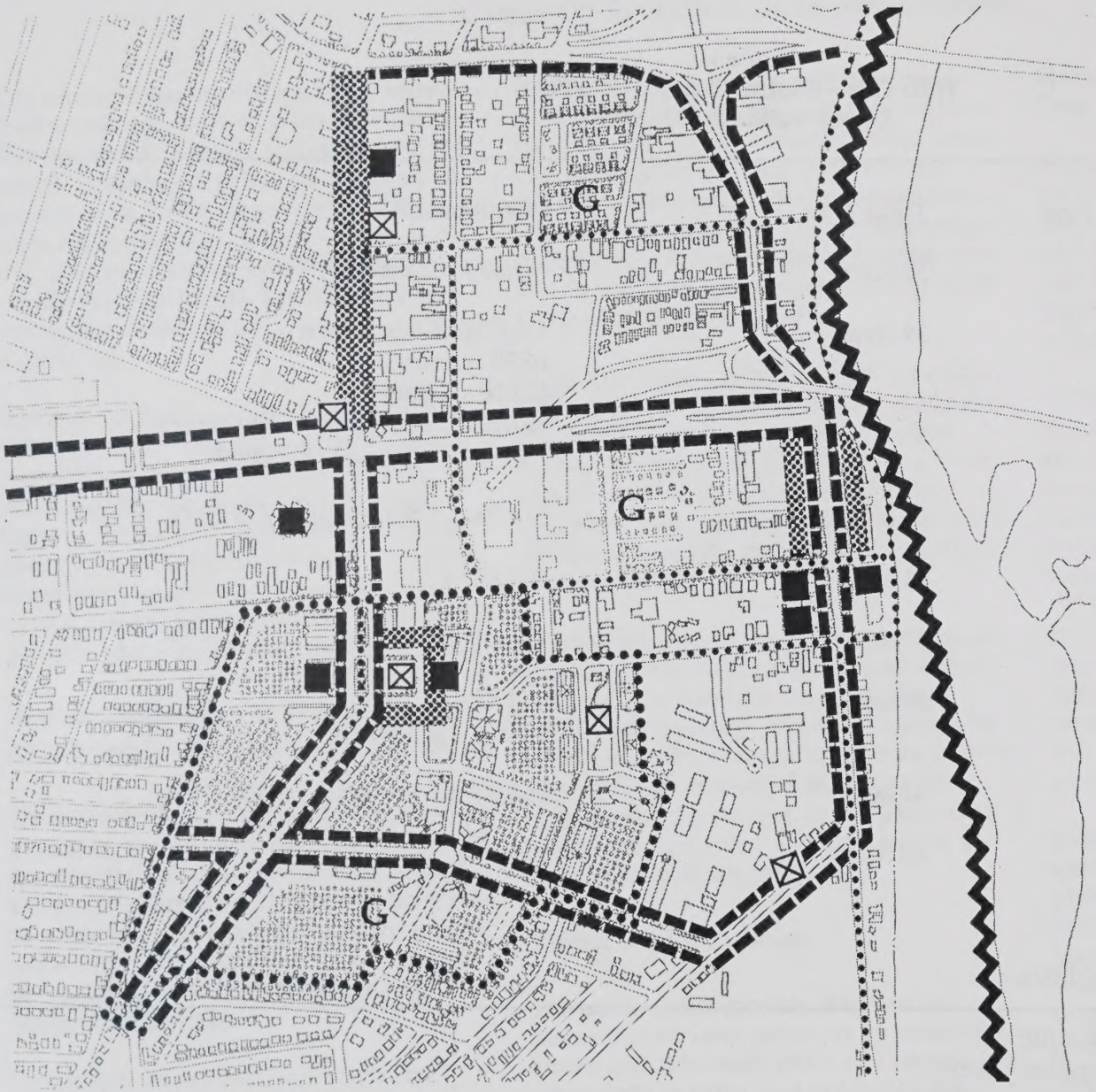
**Table 4.1**
**Yuba City - Central City Specific Plan**
**Likely Buildout Scenario***

| Action Area | Total Area | Development |
|---|---|---|
| 1 | 30 acres | 45,000 s.f. infill retail |
| 2 | 39 acres | 380,000 s.f. workplace<br>16,500 s.f. retail<br>42,000 s.f. library<br>65,000 s.f. gym/community center<br>0.9 acre garden/visitor center |
| 3 | 34 acres | 520,000 s.f. workplace / 578 DU's |
| 4 | 41 acres | 164 DU's |
| 5 | 11 acres | 187 DU's |
| 6 | 50 acres | 48 DU's<br>4,500 s.f. infill retail |
| 7 | 43 acres | 843,000 s.f. workplace / 688 DU's |
| 8 | 48 acres | Existing |

Total Residential = 399 / 1,645 DU's

Total Workplace = 1,743,000 s.f. / 380,000 s.f.

* Area 1 - developed with retail infill;
Area 2 - developed per Master Plan Concept;
Area 3 - developed as workplace;
Area 4 - 20% w/infill residential @ 20 DU/acre average;
Area 5 - developed as residential @ 20 DU/acre average;
Area 6 - developed with minor retail infill and residential @ 20 DU/acre average;
Area 7 - developed as residential @ 20 DU/acre average;
Area 8 - existing development to remain.




LEGEND

- Riverfront Trail System
- Boulevard Frontage
- Jogging/ Walking/ Biking Path
- Primary Pedestrian Routes
- Focused Pedestrian Amenities
- Public Buildings
- Civic Open Spaces
- G — Neighborhood "Greens"

CENTRAL CITY

# PUBLIC REALM

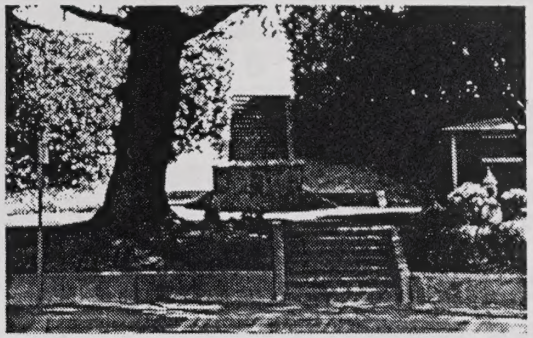
Major Elements of the Public Realm are:

*Public Buildings/Destinations* - These include the Downtown Post Office on Plumas Street, Bridge Street Elementary School, and the civic buildings proposed for the Town Square.

*Civic Open Spaces & Neighborhood "Greens"* - These are for active use or visual or symbolic purposes, such as a setting for public art. Active spaces include the "Mid-town Plaza" proposed for Downtown (see next section) and the Town Square. A symbolic space is the circle proposed at Franklin Avenue and Wilbur Street. Neighborhood Greens are recommended for all residential areas.

*Primary Pedestrian Areas* - These are locations where high levels of destination-oriented foot traffic are anticipated, and higher levels of pedestrian amenities are warranted. Plumas Street, commercial frontages in the Riverfront District, and sidewalk frontages adjacent to the Town Square should all have attractive trees, lighting, paving, benches, and other furnishings.

*Boulevard Frontages* - These are streets or street segments that connect important districts and destinations, where higher volumes of traffic are anticipated, where streets are highly visible, and where buffering of adjacent buildings would be desirable. There are four: Plumas Boulevard, Franklin Boulevard to Garden Highway, Garden Highway, and Second Street north of Bridge Street. Large planting strips, consistent rows of street trees, and attractive walls and fences



***The public realm includes quiet as well as active spaces.***

should create a pleasant walking and driving experience.

*Major Bike/Walk Connections* - These are streets and/or sidewalk areas that link one district to another, but do not necessarily provide through-district circulation from outside the Central City. They include Shasta, "B", and "C" Streets. Bike lanes and corner curb "bow-outs" should be installed at intersections to create a pedestrian-preferred environment along minor streets.

*Jogging/Walking/Biking Path* - An easement is proposed along the perimeter of *Workplace* development to create a loop for strolling or exercise. This would serve employees in the area and provide an alternative to streets for residents interested in walking or biking through the Central City.

## Design & Development Concept Plans

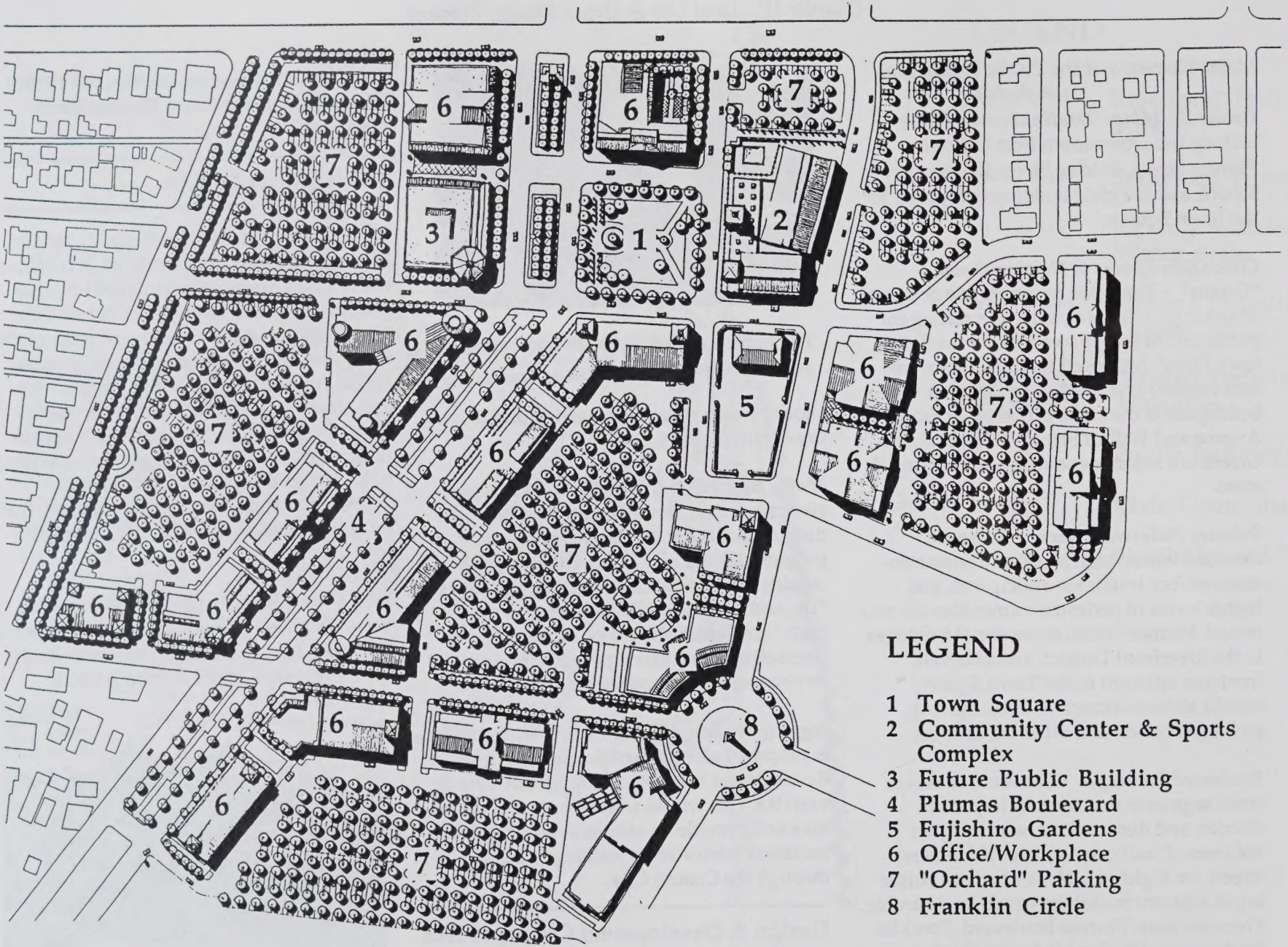
The Concept Plans provide guidance for the layout, program, and design features of important "focus" areas within the Central City - the Town Square District, Riverfront District, and Downtown/Plumas Street District.

## Town Square District

The Town Square District includes the Del Monte and Yuba City Steel Sites. It contains many of the major redevelopment-related projects proposed within the Central City planning area: A new boulevard with median along the former Southern Pacific Railroad (SPRR) right-of-way; a Town Square with associated civic facilities; and new *Workplace* development. (The "Master Plan Concept" illustration on the next page shows a layout of buildings that is consistent with the Specific Plan's policies and regulations; it is only an illustration, however, not a regulatory tool.)

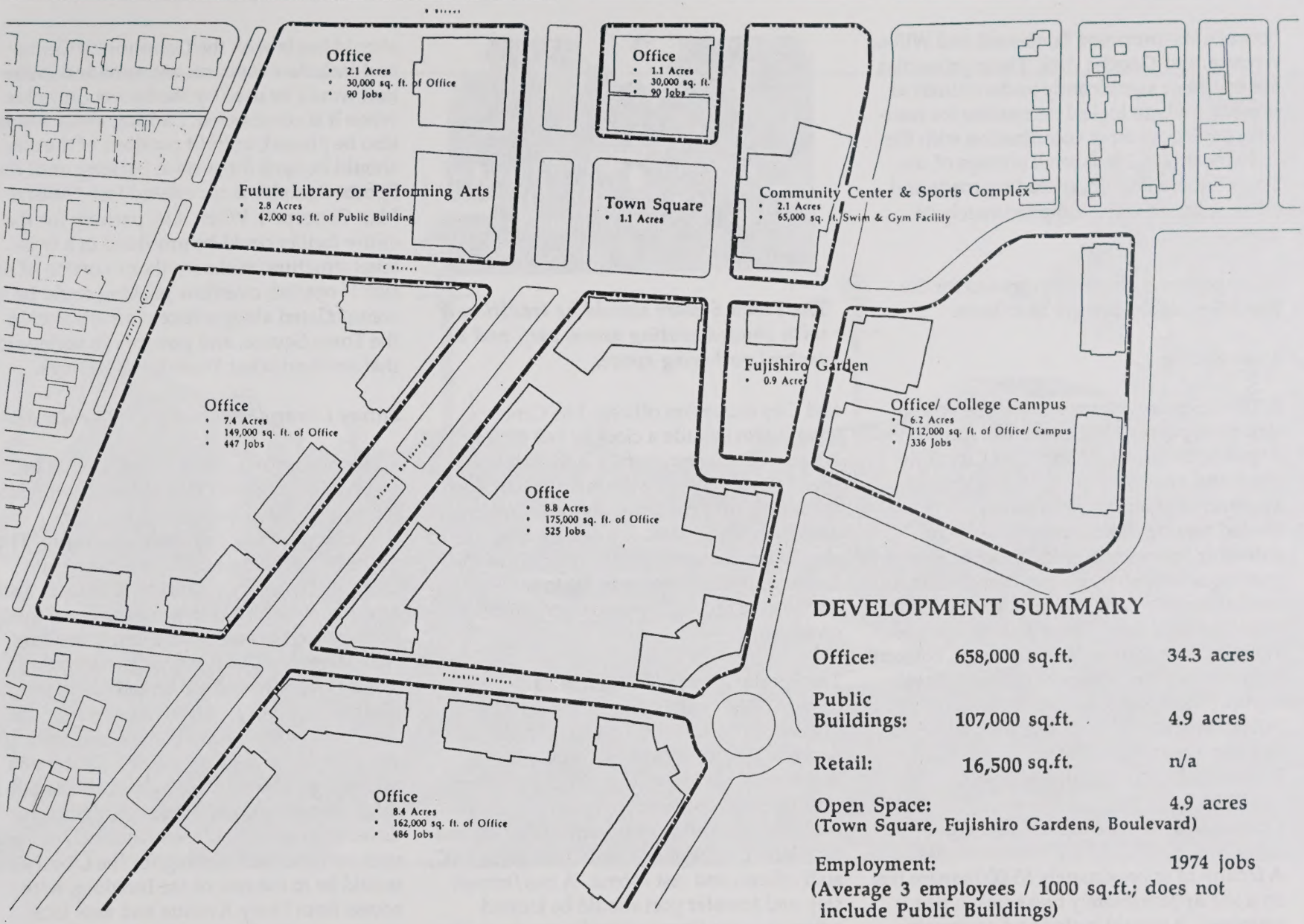
Properties adjacent to the Del Monte and Yuba City Steel Sites are also included within the Town Square District. They include the southerly frontage of Franklin Avenue

***Libraries and other civic buildings are essential ingredients of the public realm.***




TOWN SQUARE DISTRICT

# MASTER PLAN CONCEPT




## DEVELOPMENT SUMMARY

| | | |
|---|---|---|
| Office: | 658,000 sq.ft. | 34.3 acres |
| Public Buildings: | 107,000 sq.ft. | 4.9 acres |
| Retail: | 16,500 sq.ft. | n/a |
| Open Space: (Town Square, Fujishiro Gardens, Boulevard) | | 4.9 acres |
| Employment: (Average 3 employees / 1000 sq.ft.; does not include Public Buildings) | | 1974 jobs |

TOWN SQUARE DISTRICT

# DEVELOPMENT SUMMARY

between the proposed Boulevard and Wilbur Avenue, and Gauche Park. These properties are vacant or significantly underutilized at present, and are logical to consider for near-term development in coordination with the Del Monte Site. The overall acreage of the Town Square District, excluding roads and other rights-of-way, is approximately 44 acres.

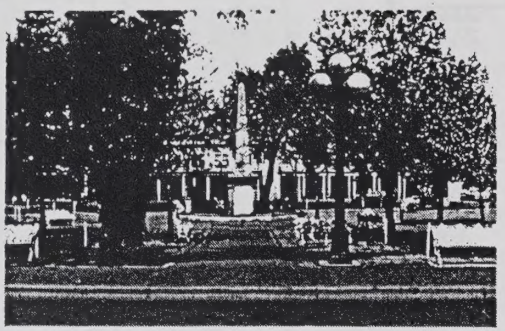
Major program elements proposed for the Town Square District are as follows:

*Town Square*

A Town Square approximately one acre in size is proposed. The Square will function as a "public living room" for Yuba City residents and nearby employees. The general appearance should be traditional, with shaded seating areas, turf, and a central gathering space for events. A fountain, gazebo, or other feature that functions as a focal element for the square should preside over the space (see "Town Square" sketch). With the exception of the Boulevard, adjacent streets should be relatively narrow, providing only local access and on-street parking. Public buildings should face the Square on east and west; *Workplace* buildings should face the Square on north and south.

*Community Center & Sports Complex*

A facility of approximately 65,000 square feet on a site approximately two acres in size is proposed. It should include a Community Center totalling 38,000 square feet, with community meeting rooms and cooking facilities, classrooms, day care, craft room(s),



***The Town Square should be traditional with shaded seating areas, turf, and a central gathering space.***

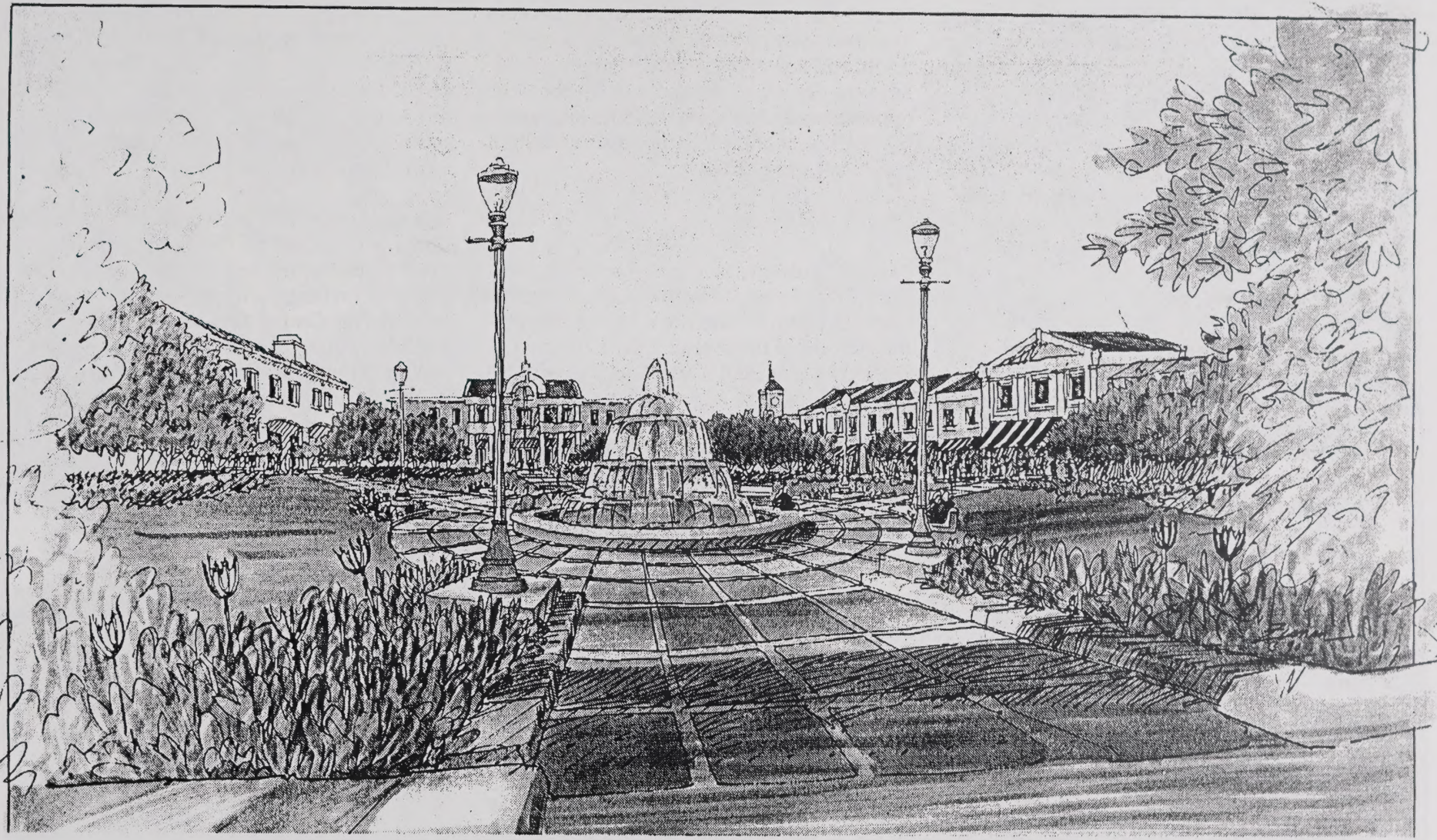
and City recreation offices. The Center should also include a clock or bell tower that is a prominent community landmark. The tower should identify the main entrance to the facility and complement the fountain or gazebo in the Square. A snack bar or cafe should be located in the front facade of the Community Center to add life to the Square, and to give the facility an indoor/outdoor character.

The Sports Complex could total approximately 27,000 square feet as depicted by the "Master Plan Concept," with a gymnasium/basketball court; lockers and changing rooms; aquatic and a whirlpool/sauna facilities; and an exercise room. Common facilities would include entrance lobbies and circulation, storage and maintenance, HVAC, staff offices, and rest rooms. A bus/transit stop and transfer port should be located adjacent to the Community Center for facility users and *Workplace* employees.

It is anticipated that construction of the facility would need to be phased. Phasing should begin with the Community Center and include a common entrance and lobby that would be used by the Sports Complex when it is constructed. Parking areas would also be phased; unbuilt portions of the site should be used for surface parking until the Sports Complex is completed (see "Master Plan Concept"). When it is, parking for the entire facility could be provided in a two-level structure on the northern portion of the site. If needed, overflow parking could be accommodated along adjacent streets within the Town Square, and possibly in surface lots that serve adjacent *Workplace* buildings.

*Future Library/Performing Arts Center Site*

A site of approximately 3 acres should be reserved on the west side of the Town Square for an additional public building to be constructed at some point in the future. The preferred building would be a new Main Library. The existing Library is limited, and as the community grows expansion of the book collection and other Library facilities will be needed. A Library adjacent to the Town Square would attract people to the Central City, be an "activity-generator" for the Town Square, and encourage shared vehicle trips to the Community Center and Sports Complex. It would also balance public facilities on the Square itself - active recreational uses on one side, educational/cultural uses on the other. Parking for the Library would be to the rear of the building, with access from Percy Avenue and new local streets proposed within the Town Center District.



TOWN SQUARE DISTRICT

# TOWN SQUARE

*36*

Another option that should be considered, if County and/or State funding for the Library is not available in the medium term, is a Community Theater. A Theater will attract people to the Square and to the Central City generally, though on a more sporadic basis than the Library. Community Theaters have emerged in recent years as an example of the kind of "prestige" community amenity that attracts workplace investment in a competitive environment.

*Workplace Development*

Approximately 33 acres, or 80%, of the developable land area in the Town Square District is reserved for private sector development. Though the density expected in the *Workplace* area is relatively low (typical for a suburban business park), design goals are to use buildings in an "urban" way to form an image appropriate for the center of the community.

Buildings should have minimal setbacks and create a consistent frontage along streets, especially along Plumas Boulevard. Architectural quality should be higher than it is for the typical "tilt-up" office building. Building entrances should have a formal relationship to the street frontage; mass should be articulated to add scale; corners should have special elements, rounded forms, taller tower elements; etc. Surface parking should be to the rear of buildings, shaded by trees in an "orchard parking" arrangement and screened from adjacent streets with ornamental walls or fences. These qualities are required regardless of the intensity of development that ultimately occurs.

Land for *Workplace* development is proposed on two sides of the Town Square: A parcel of approximately one acre is reserved on the north, and a portion of a much larger parcel faces the Square on the south. A third parcel approximately two acres in size is reserved to the northwest of the Square, adjacent to the potential Library Site.

*Plumas Boulevard*

Plumas Boulevard is a "grand entrance" to the Plumas Street/Downtown area. Together with the Town Square it is a central organizing element of the overall Town Center District Master Plan. Curb-to-curb width is approximately 140 feet, with a landscaped center median and pedestrian promenade. Office buildings facing the roadway will be a minimum of two stories in height, with an arcade/colonnade along the front facade and a formal appearance overall (see "Design Guidelines", Chapter VIII).

The median ends on the north at "B" Street, with a monument or other landmark to highlight the view south from Downtown; the planting design for the median would change adjacent to the Town Square to enhance its appearance. At the south end of the Boulevard, a new intersection connecting to Percy Avenue and Main Street is proposed. This intersection should be designed as a landmark that identifies the point of transition between the Central City and adjacent residential neighborhoods.

*Franklin Circle*

Franklin Avenue is a major crosstown route that parallels Colusa Avenue and Bridge Street. It links the Central City directly to Highway 99 on the west and the Sutter County Airport on the east. Shasta Street and Wilbur Avenue parallel Plumas Street north and south; current City plans call for them to be connected to form a continuous north-south through-route that relieves some of the traffic load on Plumas Street.

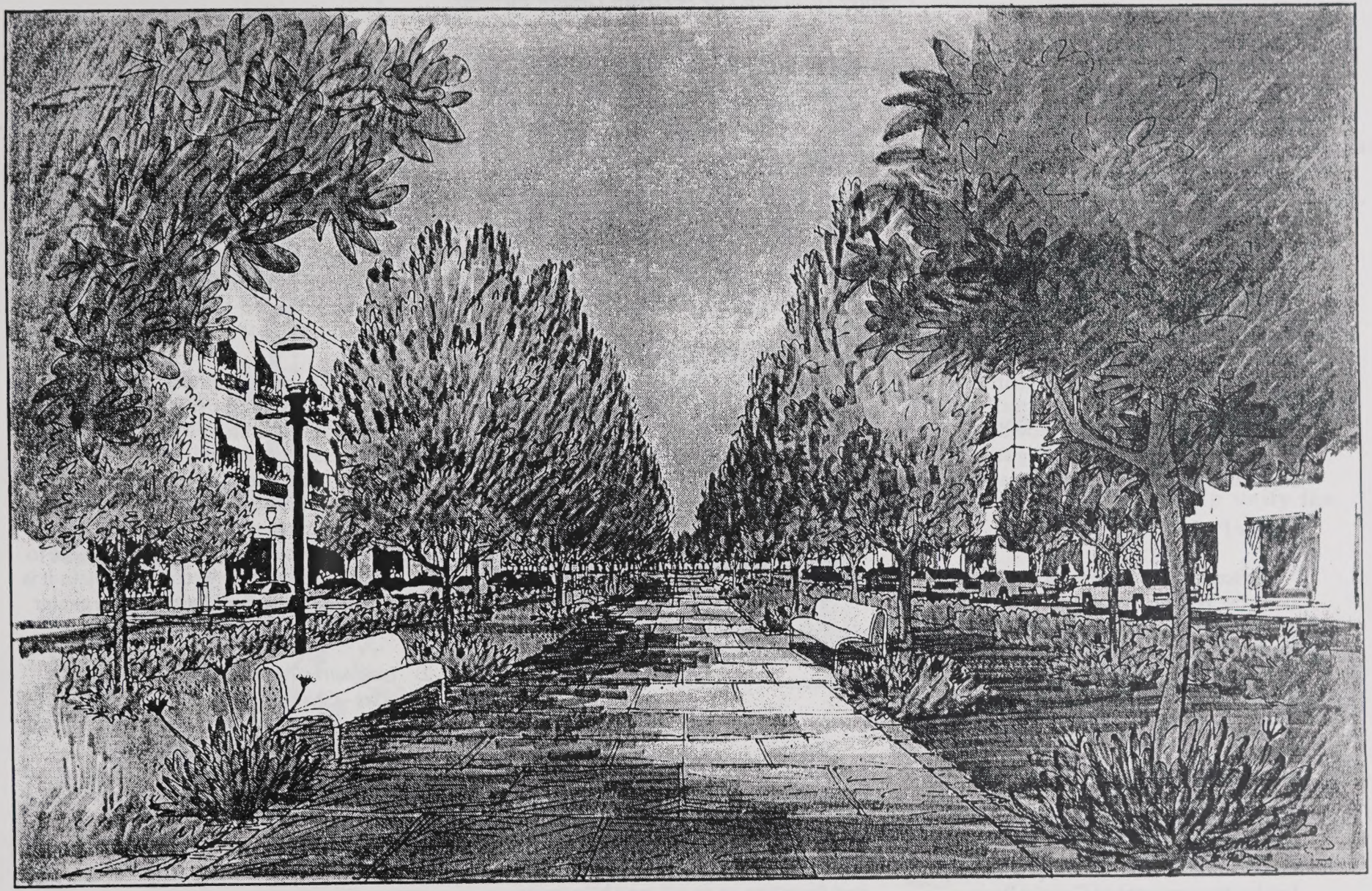
A landscaped traffic circle, instead of a traffic signal, is proposed for the intersection of Franklin Boulevard and Wilbur Avenue. The Circle will reflect the importance of these streets in the Central City and create value for new development on adjacent properties, similar to the Town Square. Buildings should be shaped around the curve of the Circle to reinforce its landmark qualities.

*Percy Avenue*

Percy Avenue is proposed as the edge between two districts, functioning as a traffic collector for each. To the west are existing neighborhood areas. East is the Town Square District. Most existing residential buildings face side streets rather than Percy Avenue. Similarly, *Workplace* buildings are not proposed to front onto Percy either. A median is proposed in the long term to create a landscaped parkway appearance; this is made possible in part by the shift of future traffic flows to Plumas Boulevard.

*Fujishiro Gardens*

A site of approximately one acre has been designated adjacent to the Town Square for a building and garden representing Yuba City's sister city in Japan, Fujishiro Machi.



TOWN SQUARE DISTRICT

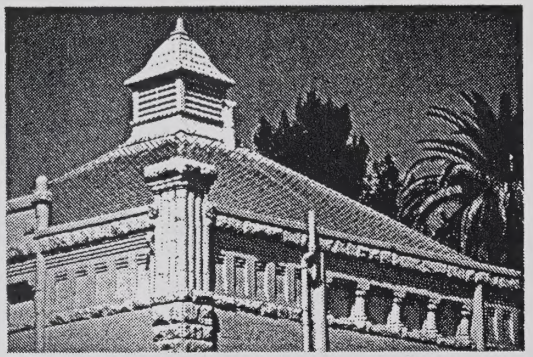
# PLUMAS BOULEVARD PROMENADE

The program could include an indoor tea house and cultural center, and a walled Japanese garden for public enjoyment (see "Master Plan Concept").

It is anticipated that the building will have a traditional Japanese character. It should be located at the north end of the site for easy access and visual connection to the Town Square. The main entrance and front facade should be open in character, facing either the Town Square or the Community Center. The building could form a gateway to a garden at the rear of the site. Additional entries and/or grilled openings in the garden wall should be provided as appropriate to provide glimpses of the garden from surrounding streets while maintaining a sense of seclusion and privacy.

*Gauche Park*

*Workplace* development is recommended along the Wilbur Avenue frontage of this city-owned site. The rear, or eastern, portion should remain undeveloped until the long-term disposition of the Fairgrounds property becomes evident. If the Fairgrounds were to be developed for *Workplace*, the same use should be developed on the rear of the site. If the Fairgrounds were to become developed with housing, housing would be the appropriate use. (See "Master Plan Concept.") A central public open space should be required on the Fairgrounds Site to replace the space lost by development of Gauche Park. Gauche Park could also remain as a park, especially if it was determined that providing a replacement open space within the Fairgrounds Site was not feasible, or be developed to include a baseball park per the Plan's "Action Area Objectives".



***Buildings adjacent to the Town Square should have special architectural features.***

*Perimeter Jogging/Bike Path*

This path is proposed to serve a double function. It provides a recreational route for lunchtime walks for *Workplace* employees, and functions as an off-road bike route through the area for local residents. In addition, the path will buffer adjacent residential properties. In some cases the path is part of the sidewalk system along streets, while in others it is a separate route adjacent to *Workplace* parking areas.

*Important Formal Relationships*

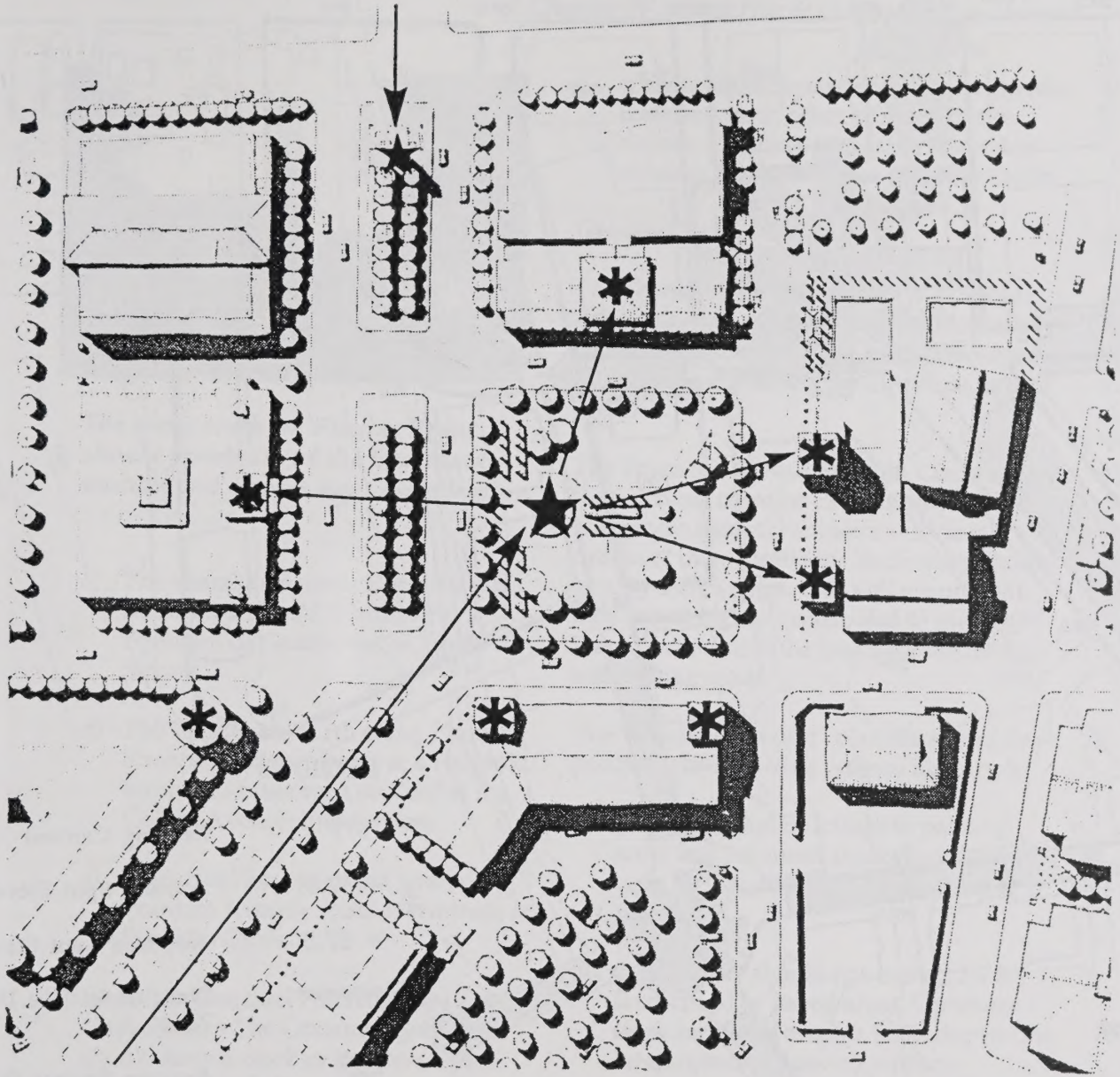
Buildings and site improvements in the Town Square District should contribute to a gracious, relatively formal overall appearance. The importance of views and the role of buildings in shaping space has been indicated in the discussion of each of the Town Square District program elements. Policies for these relationships are summarized below and illustrated on the "Formal Relationships" diagram:

1) *Plumas Changes Character* - From north to south, it is first a pedestrian-oriented "main street" from Colusa Avenue to the intersection at Bridge. From Bridge to "B", it is a wider residential boulevard, with new housing on one side and Bridge Street Elementary School on the other. From "B" south past the Town Square to the intersection with Percy and Main it is a "grand boulevard" with a wide center median.

2) *Landmarks Terminate Important Visual Axes* - Changes in district character or in the alignment of major roads should be emphasized as follows:

   a) A visual axis south on Plumas Street should terminate at a median with monument, statue, or other civic feature.

   b) The visual axis south on Plumas Boulevard should terminate at a circle or landmark at the intersection with Percy Avenue.



LEGEND

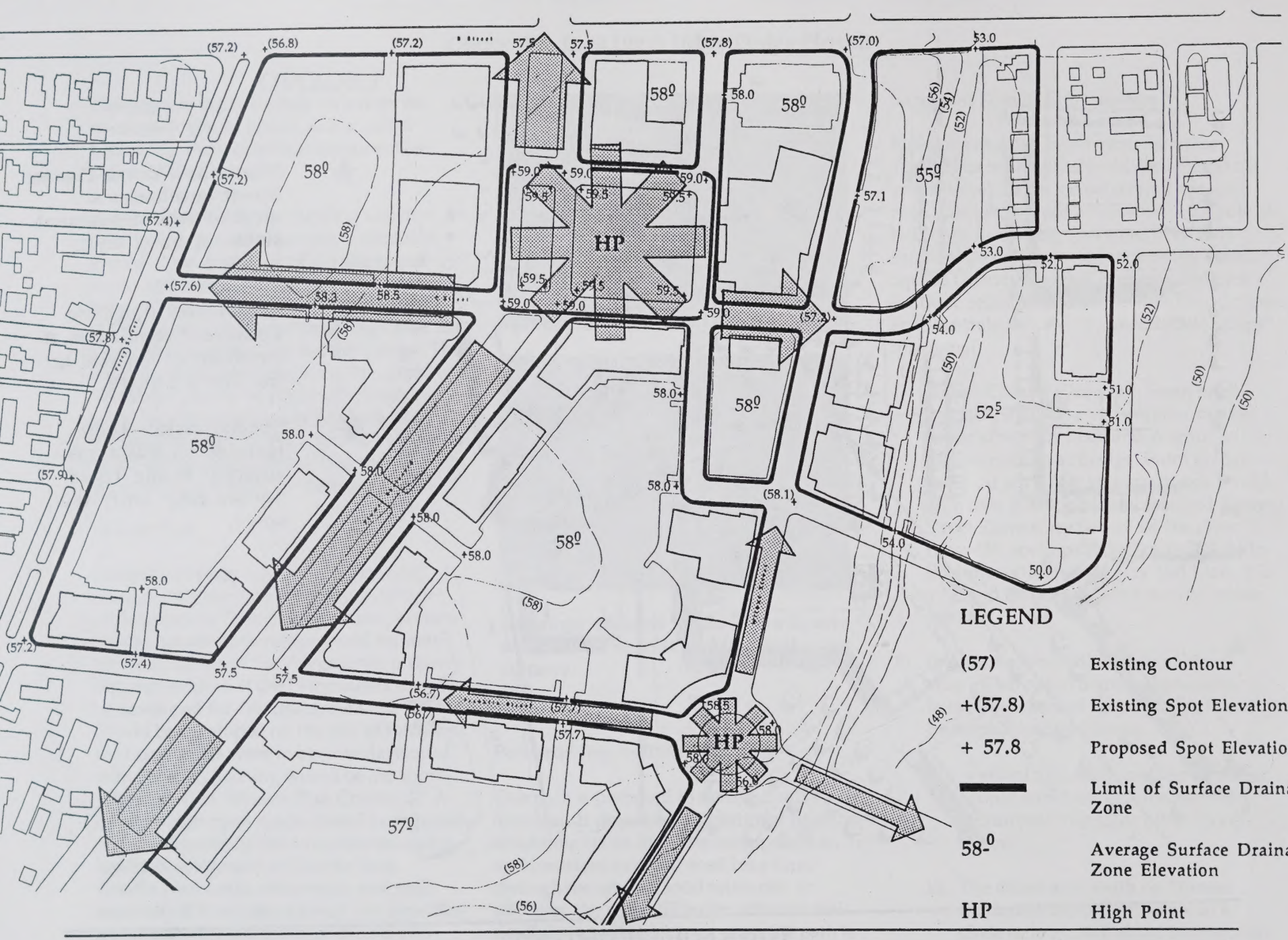
★ Visual axis down Plumas Street terminates at median with monument, statue or other civic element.

★ Visual axis along the Boulevard terminates at Fountain or Gazebo in the Town Square.

✱ Special architectural features on buildings adjacent to the Town Square help unify the space.

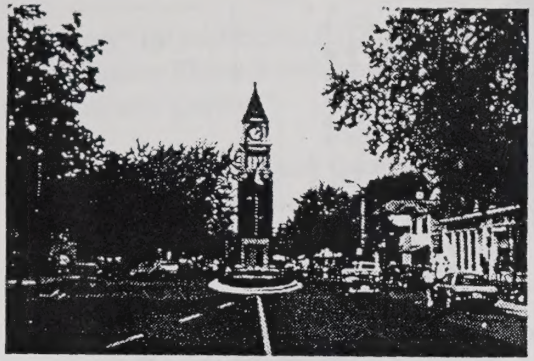
TOWN SQUARE DISTRICT

# FORMAL RELATIONSHIPS




TOWN SQUARE DISTRICT

# GRADING CONCEPT



*The view south on Plumas Street should terminate at the boulevard median and a prominent civic feature.*

c) The visual axis north along Plumas Boulevard should terminate at a Fountain or Gazebo in the Town Square.

d) The visual axis north along Plumas Street should terminate at a Flagpole/ Monument (see next section) at the Colusa Avenue intersection.

e) The visual axes east and west along Franklin Avenue should terminate at Franklin Circle.

3) *Special Architectural Features Shape and Unify Spaces* - The Community Center should have a clock or belltower that presides over the Town Square and provides a backdrop for the proposed fountain or gazebo. The Library (or other public building) should have a main entrance centered on the Square. So should *Workplace* buildings. Roof forms of all buildings should define the corners of the Square and the corners of intersections in other portions of the district. Buildings should be shaped to enhance the geometry of Franklin Circle.

*Grading Concept*

The Town Square District area is extremely flat, and a major site development issue is creating positive drainage and stormwater flows while enhancing the formal aspects of the plan.

The Town Square and Franklin Circle are at the fulcrums of major circulation corridors, and grading should enhance the visual drama of these locations. Each space should occupy a high point. This will ensure that they are: a) highly-visible, and b) pleasant places to be due to the lower elevations of intersecting roads.

The "Grading Concept" plan illustrates these policies. The following policies also apply:

1) *Drainage* - from buildings to parking areas and perimeter roadways should be in the form of sheet flow wherever possible.

2) *Cross slopes* - should not exceed 2% for landscaped or paved areas. Optimum slope for paved areas is 1.5%, depending on roughness of paving surface.

3) *Drainage areas* - should be sized as required to prevent perceptible grade differentials; this may reduce the drainage areas demarcated on the grading concept plan, depending upon system capacities.

4) *Mounding earth is not appropriate* - to elevate buildings, or "berming" earth in front of or against buildings, is not appropriate.

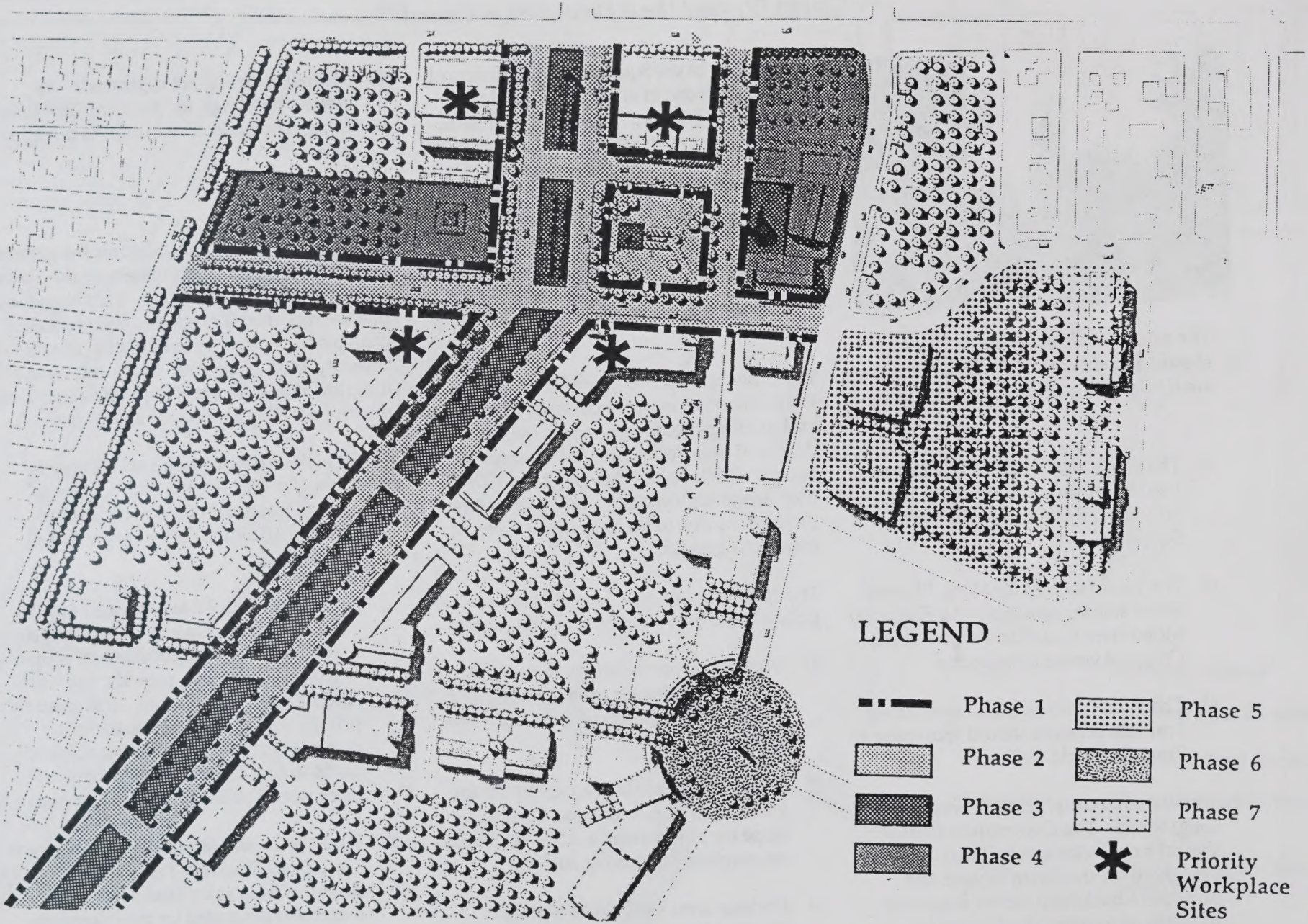
*Phasing*

The "Phasing Diagram" indicates the general sequence in which development in the Town Square District should occur. This sequence may be modified if needed to accommodate changes in demand or in financing strategies. "Priority Workplace Sites" indicated on the diagram should be the first *private sector* areas developed. City actions are as follows:

1) *Establish Rights-of-Way and/or Property Lines* - for Plumas Boulevard, internal access streets, and the Town Square; this will allow the City to begin to sell property(s).

2) *Improve Boulevard Road Surfaces, Median, and Town Square Phase A* - These improvements will begin to add value to property along the Boulevard, provide near-term benefits to the community, and assure the private sector of the public sector's commitment to the overall plan. Basic landscaping, lighting and paving surfaces would be included in this phase.

3) *Build the Community Center, Town Square Phase B and Boulevard Promenade* - Ideally, revenues from prior land sales, tax increment generated by new development, and City-wide development fees will be available to help finance construction of these facilities. (See Chapter VII, "Construction & Program Costs




TOWN SQUARE DISTRICT

# PHASING DIAGRAM

Summary" for additional information.) Town Square Phase B would consist of the fountain/gazebo.

4) *Sell/Develop the Frontage of Gauche Park* - once private development begins on the Del Monte Site.

5) *Build the Sports Complex and Parking Garage* - revenues and fees generated from prior development should be used to help finance these facilities.

6) *Construct Franklin Circle/Percy Avenue Improvements* - These improvements should be undertaken once development within the area is well underway.

7) *Sell/Develop the Rear Portion of Gauche Park* - once plans are established for the future of the Fairgrounds site.

## Riverfront District

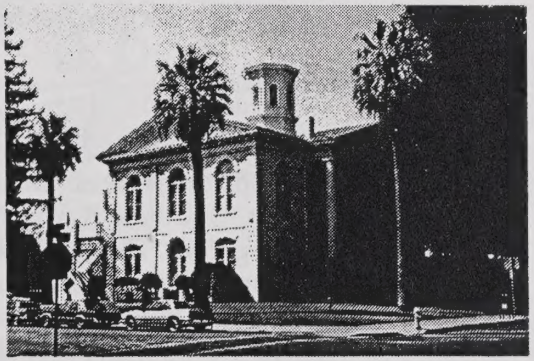
The Riverfront District contains the greatest concentration of historic and architecturally significant buildings in the City. These buildings are a resource for the City as a whole, as well as for the Central City Planning Area. They remind residents of the community's history, and should be considered as a potential source of attraction for commercial customers and possibly tourists.

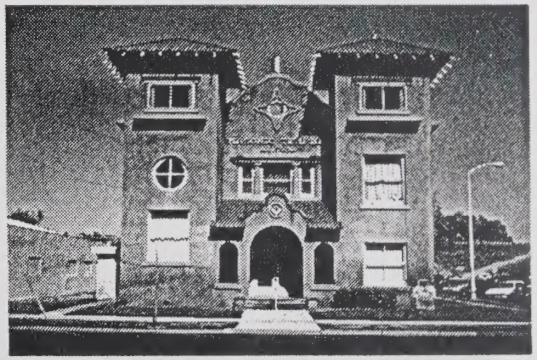
The Riverfront District has the closest relationship to the Feather River of any district in the City. The recreational resource offered by the river and adjacent greenway is a major community asset, one that will grow with time. The Riverfront District should be the major link to it. Today, the levee cuts the City off from the river even as it protects it. Physical or visual access to the river is virtually non-existent, severely limiting the District's potential to capitalize upon its location.

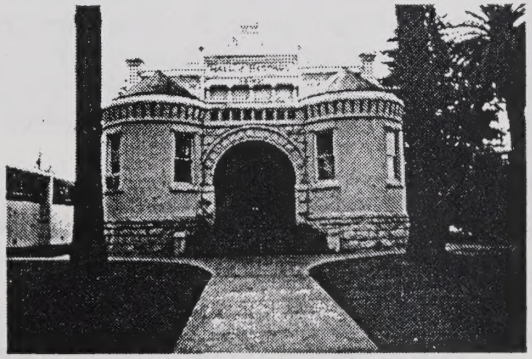
Design and development policies reflect the need to preserve the valuable architectural resources that exist, enhance the business climate by promoting a small, sustainable commercial district geared to the needs of local residents, and using public improvements to overcome the district's access problems by creating additional public amenities and connections to the River.

*Restored/Revitalized Older Buildings*

The Sutter County Courthouse, Hall of Records, and County Schools offices bring jobs and visitors to the City. If the County needs to expand these facilities at some point in the future the City should make every effort to accommodate their expansion, provided existing buildings are retained. If these buildings do not suit the County's needs, they should be saved and renovated for other functions, preferably commercial retail or office, for which the historic characteristics will add value.







***The Riverfront District contains the greatest concentration of historic and architecturally significant buildings in the City. Among them are the County Courthouse and Hall of Records (left, above and below) and the Masonic Temple.***

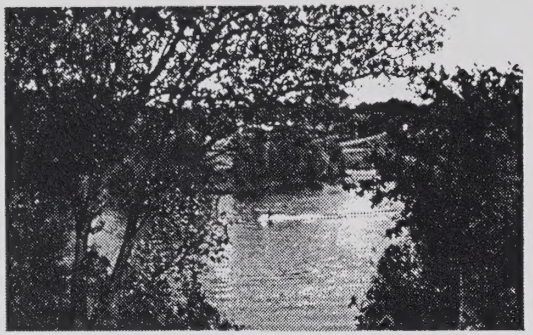
Commercial storefronts north of the County Center are vestiges of the original community settlement. They should be retained and upgraded in conjunction with street improvements along Second Street (see following section), with City assistance if feasible.

*New Infill Housing*

Commercial buildings along the east side of Second Street north of "C" Street are not as substantial a resource as those along the west side, with the exception of the Masonic Temple Building. As opportunities arise, new, multi-unit residential buildings should be allowed to replace them over time, provided they reflect the scale, setbacks, and architectural characteristics of older residential buildings in the district.

Building heights should be a maximum of three stories: high enough to offer views of the river from the top floor, but not so high as to contrast with existing buildings in the area. A grassy open space area should be established between Second Street and these new buildings, creating a small park for the district and a buffer for the new residences.

***"B" Street will be anchored on the east by the levee stairs and on the west by the Town Square.***



***The recreational resource offered by the Feather River is a major community asset, one that will grow with time.***

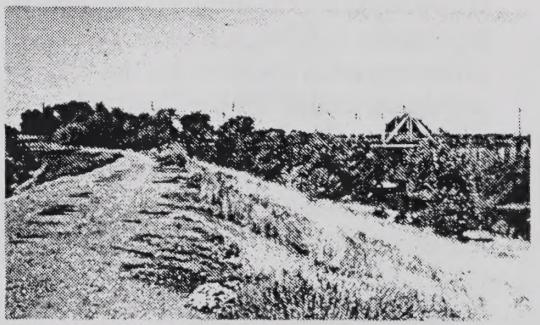
*Links to the Riverfront*

Stairs and/or ramps up and over the levee should be provided at the end of "B" and "C" Streets, connecting the City to riverfront walking and biking trails. They should be ornamental in character to reflect the turn-of-the-century qualities of buildings in the district, perhaps with small, open air pavilions at the top. "B" and "C" Streets will then be anchored on the east by these stairs and on the west by the Town Square and Community Center, encouraging people to circulate back and forth between the Riverfront and the Town Square Districts.

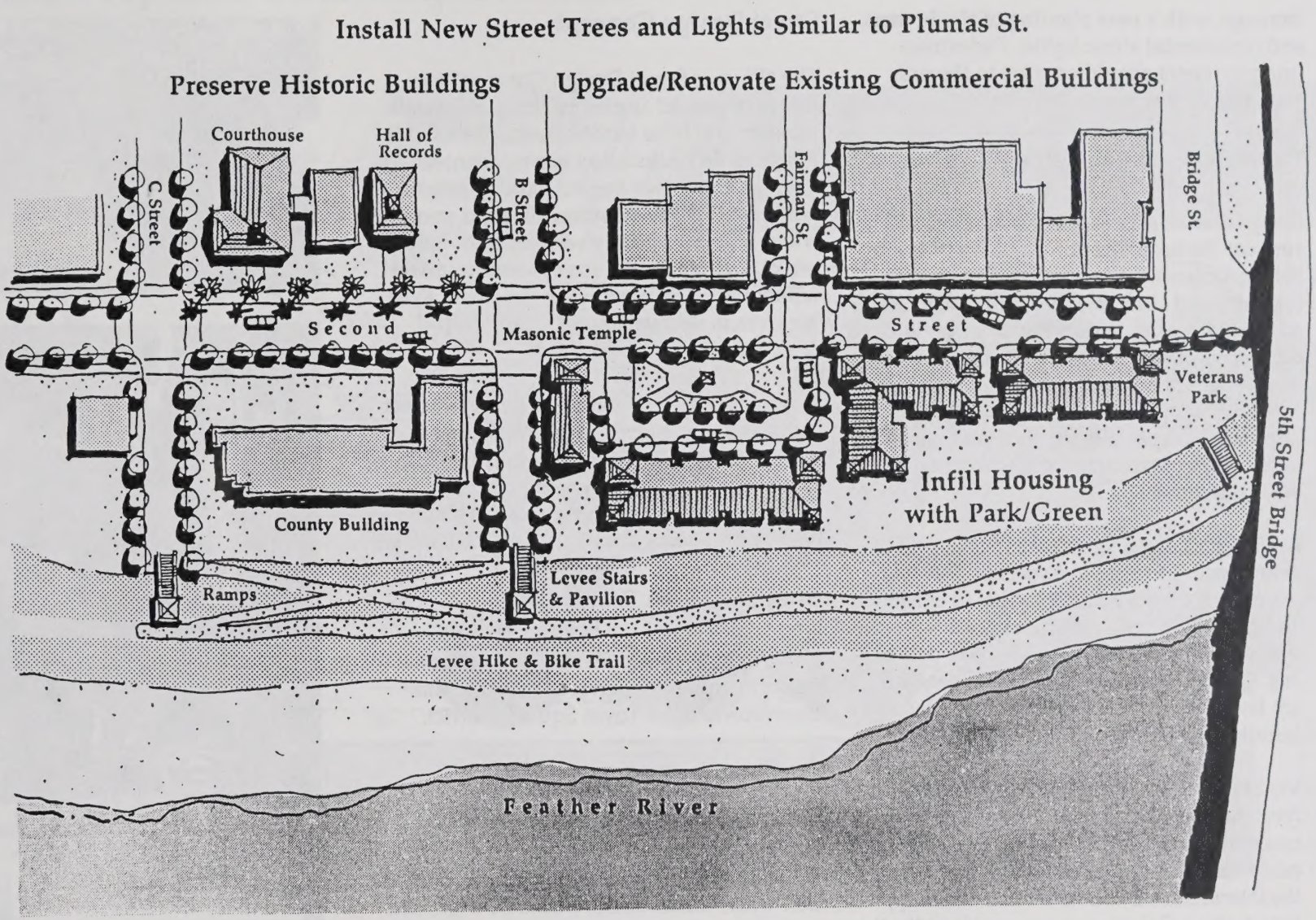
*Street Improvements North of "B" Street to Bridge*

Second Street is a gracious residential boulevard to the south of this area. Its wide planting strips and shade trees add greatly to the charm of the area. The commercial portion of the street has a distinctly different, more enclosed character, however, with storefronts lining the sidewalk.

Street improvements should capitalize on this difference to enhance the identity of the commercial area. The goal is to create an attractive, pedestrian-oriented commercial cluster that serves adjacent residents, County employees, and visitors. Angle parking is recommended to remain along the western



***Pedestrian and bicycle access over and along the levee needs to be improved for the Central City to capitalize on its proximity to the River.***




RIVERFRONT DISTRICT

# REVITALIZATION CONCEPT

frontage, with a new planting of shade trees and ornamental street lights. Pedestrian improvements should connect to the proposed levee stairs.

## Downtown/Plumas Street District

Design and improvement recommendations support the revitalization objective of establishing Downtown as a pedestrian-oriented specialty and convenience retail district, with an attractive and distinct identity that is different from the City's other shopping centers. A key element is creating an environment that attracts a broader segment of the population, especially families, and encourages them to patronize more than one business.

Angled parking is a resource that should be maintained. Existing tree species, however, are not tall or spreading enough, or consistent enough in spacing, to create the kind of spatial enclosure that is attractive to pedestrians. Sidewalk furnishings such as benches are few, though the crosswalks and planters installed in the 80's do add some amenity.

Visibility of Plumas Street from Colusa Avenue is a problem from a district image and marketing standpoint, as noted previously. Existing development at the corners of the intersection is the strip commercial type found along Colusa Avenue, and it hides the presence of Plumas Street to the south. The "Queen Penny" tire store on the west side of the intersection and the used car lots to the east are considered eyesores by many members of the community.

### Street Design Concept

The "Plumas Street Design Concept" (see diagram) retains angled parking, crosswalk planters and trees within them. New shade trees should be installed in new planters between every two angled parking spaces; this approach makes sidewalk areas seem wider without actually widening the sidewalks, and makes the street seem narrower without actually narrowing the street. Existing trees in sidewalk areas would be removed.

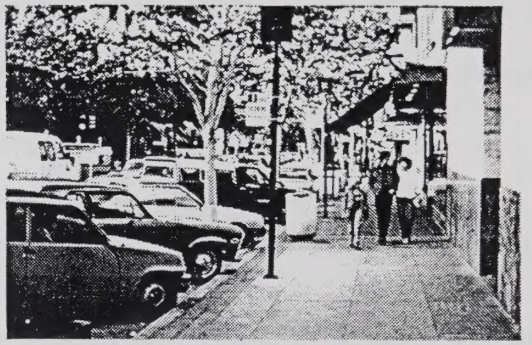
New, pedestrian-oriented ornamental street lights should be installed at a spacing of approximately 60' on center. Existing "cobrahead" highway lights would be removed. New benches and trash receptacles should also be installed.

### Special Design Features

Three special design features are proposed to create a sequence of civic spaces that link Downtown to the Town Square District.

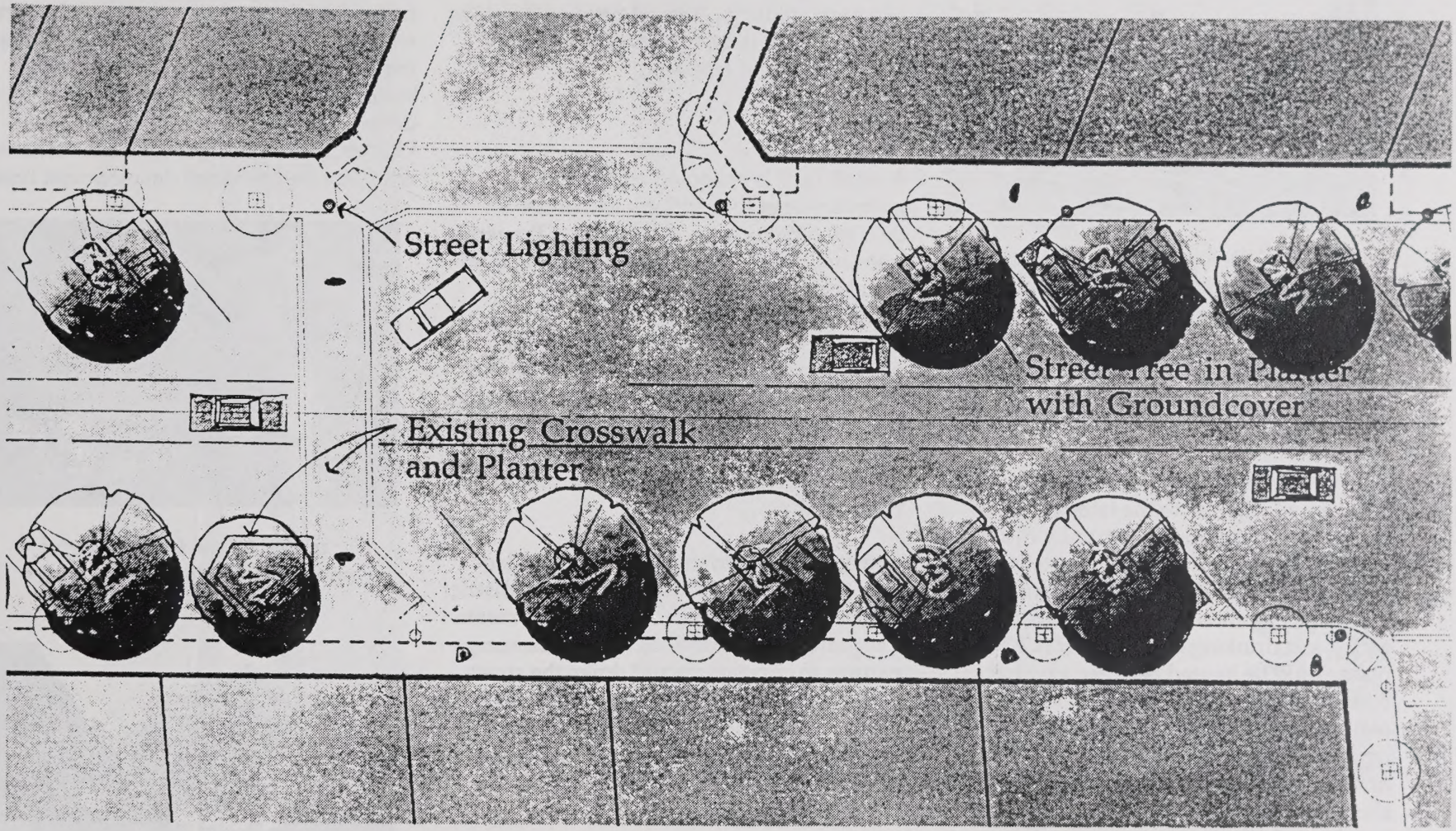
*Flagpole Monument*

Paralleling installation of new trees and lights in the first phase of improvements, the existing traffic control median at the intersection with Plumas Street would be expanded to accommodate a Flagpole Monument and landscape plantings. This feature would enclose the view north along the street, (similar to the water tower on the south) and provide a landmark that attracts the attention of passing traffic on Colusa Avenue.



***Street trees in planters "outboard" of the curbline will make sidewalks seem wider than they are today (above, Palo Alto, below, Plumas Street).***

## Typical Proposed Street Improvements




DOWNTOWN

# PLUMAS STREET DESIGN CONCEPT

*Existing Development at the Plumas/ Colusa intersection does not help "market" Downtown.*

*Midtown Plaza*

In a second phase of improvements, a plaza is proposed adjacent to the intersection of Plumas and Teegarden, a central location within the district. To the north are the Post Office and Sutter Theater; to the south is the main concentration of district shops and eating and drinking establishments. The plaza could be located between existing buildings, in the "front yard" of an historic older home that has been converted to commercial use (see Midtown Plaza Sketch on the next page); south is an existing barber shop and shoe repair business, north is a janitorial supply business.

This plaza would provide a place for Downtown patrons to rest, relax, and eat lunch. Most important, it would help keep them in the district. It could function as a gathering place for City or merchants' association functions, or could be developed as a formally programmed outdoor eating area as part of a larger project to establish restaurants in adjacent buildings. A small pond or fountain and landmark palm trees are proposed to add identity and amenity.

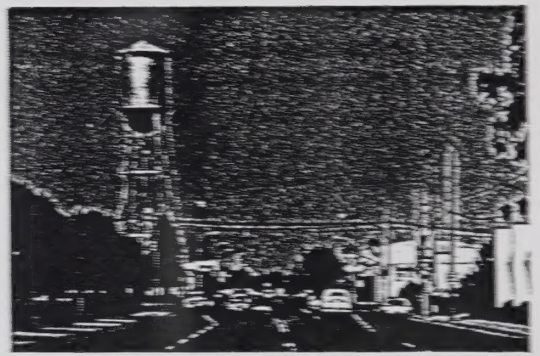
*Tower Park*

A small park is proposed adjacent to the water tower at the southern end of the district. A paved area with bosks of flowering trees and benches is proposed below and adjacent to the tower. A grassy area with landmark palms is proposed next to the intersection with Bridge Street. The palms would complement those in the Midtown Plaza and add to the district gateway created by the water tower. A decorative paint treatment is recommended for the tower itself; lettering and design format should be traditional.

Tower Park, Midtown Plaza, and the Flagpole Monument will add amenity to a district that needs it. However, they will also create a sequence of destinations to help encourage patrons to circulate up and down the street. At a larger scale, they will extend the civic qualities of the Town Square and Plumas Boulevard improvements north into Downtown, helping to draw employees from the *Workplace* area.

*Gateway Redevelopment Sites*

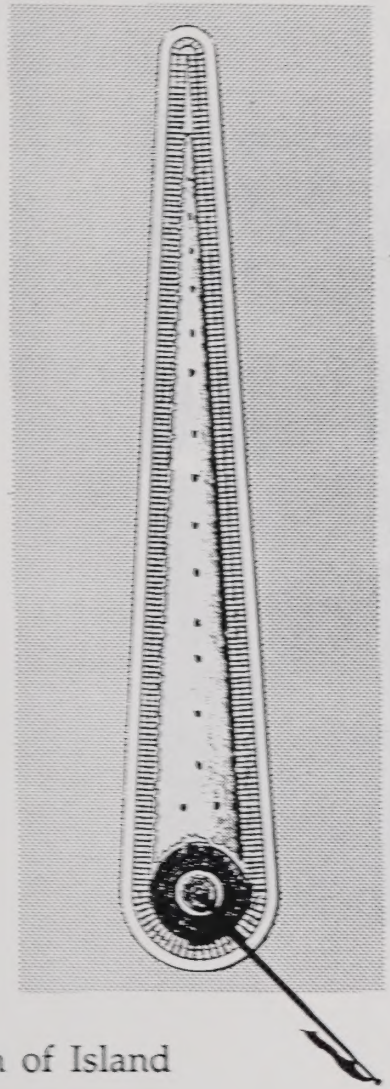
The Redevelopment Agency should promote redevelopment of sites at the corners of Plumas Street and Colusa Avenue to create an attractive gateway to the district. Larger, more significant buildings that reflect the frontage characteristics of Plumas Street should be encouraged. Buildings should frame the intersection and accent the corners with special architectural features. Surface parking areas should be located behind buildings, or adjacent to buildings along the Colusa Avenue frontage, not along the Plumas Street frontage. Office, or office over retail, are the preferred development types.



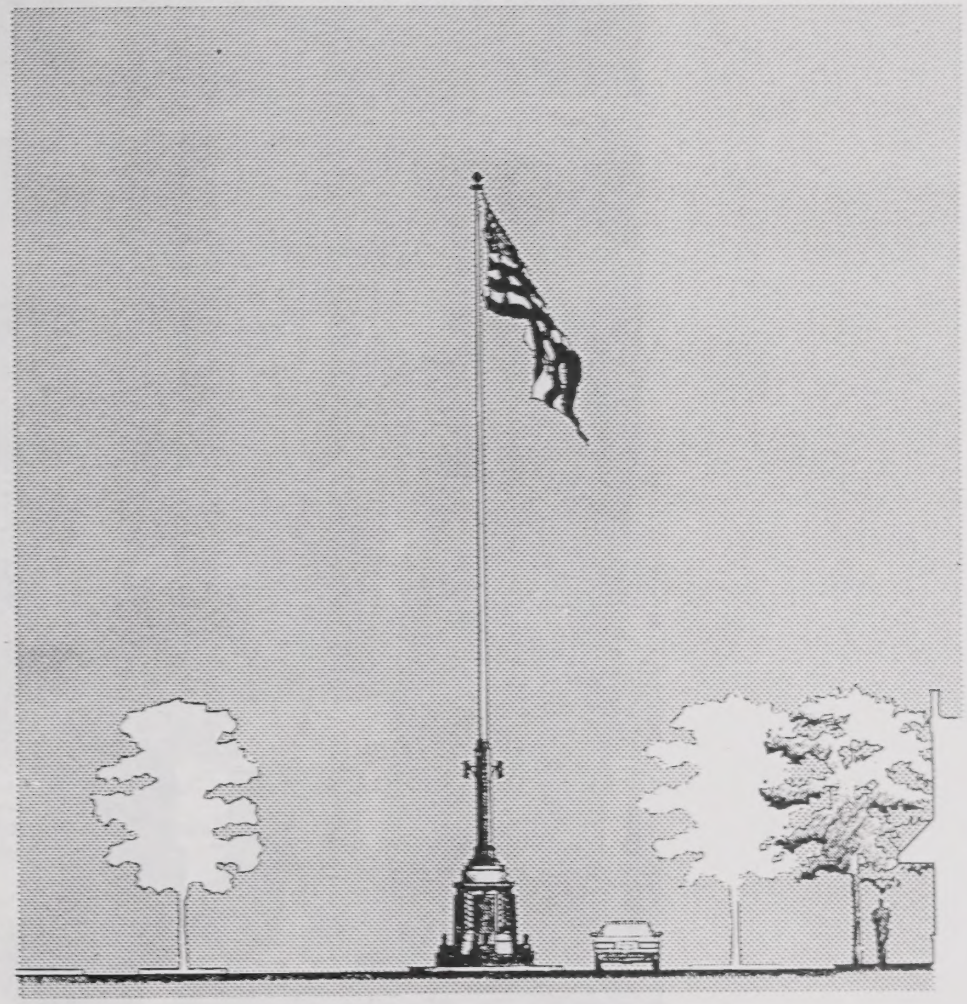
*The water tower is a powerful Downtown landmark.*

*Angle parking is a resource that should be retained.*

# Flagpole Concept



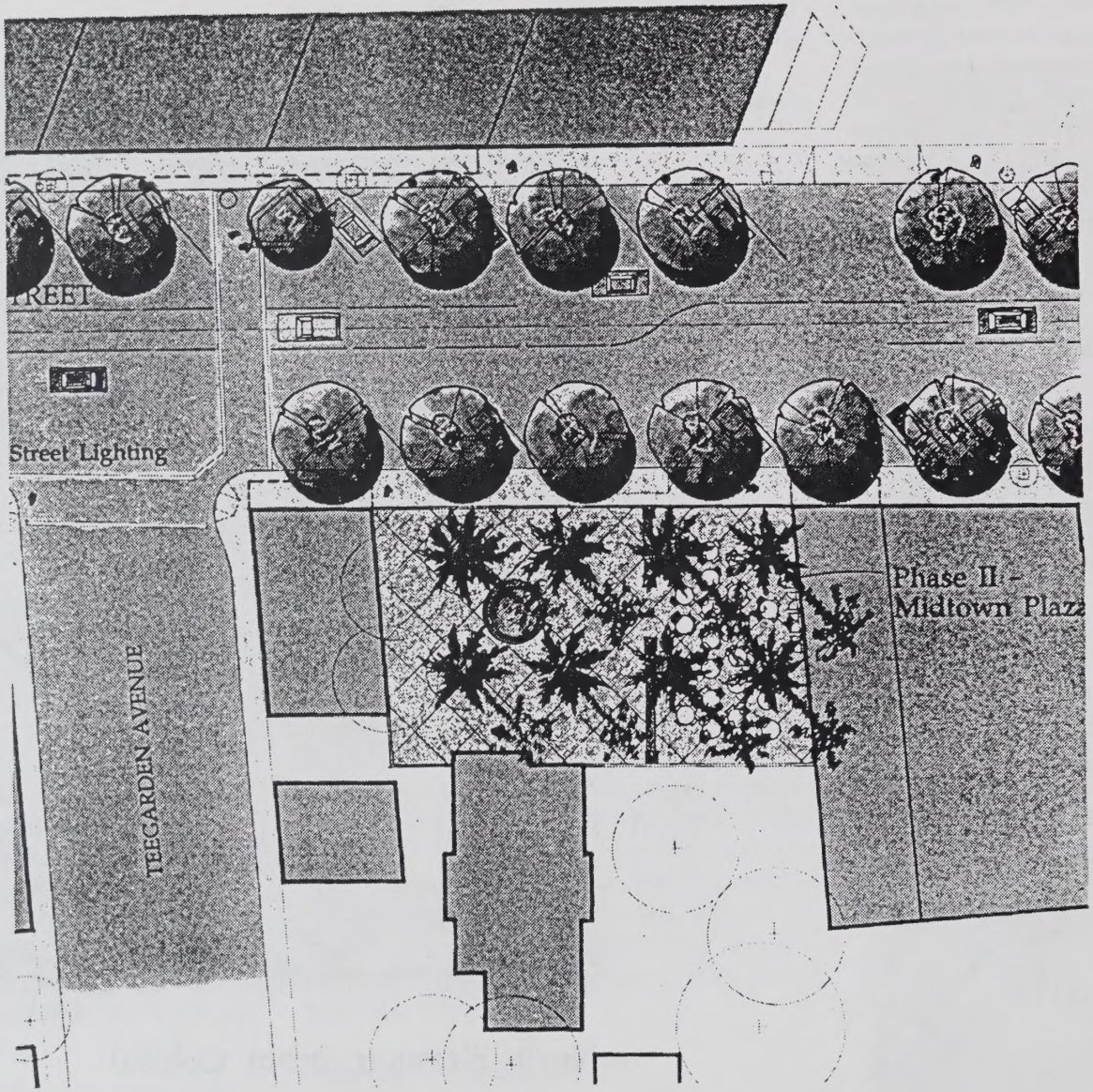
Plan of Island



North Elevation (from Colusa)

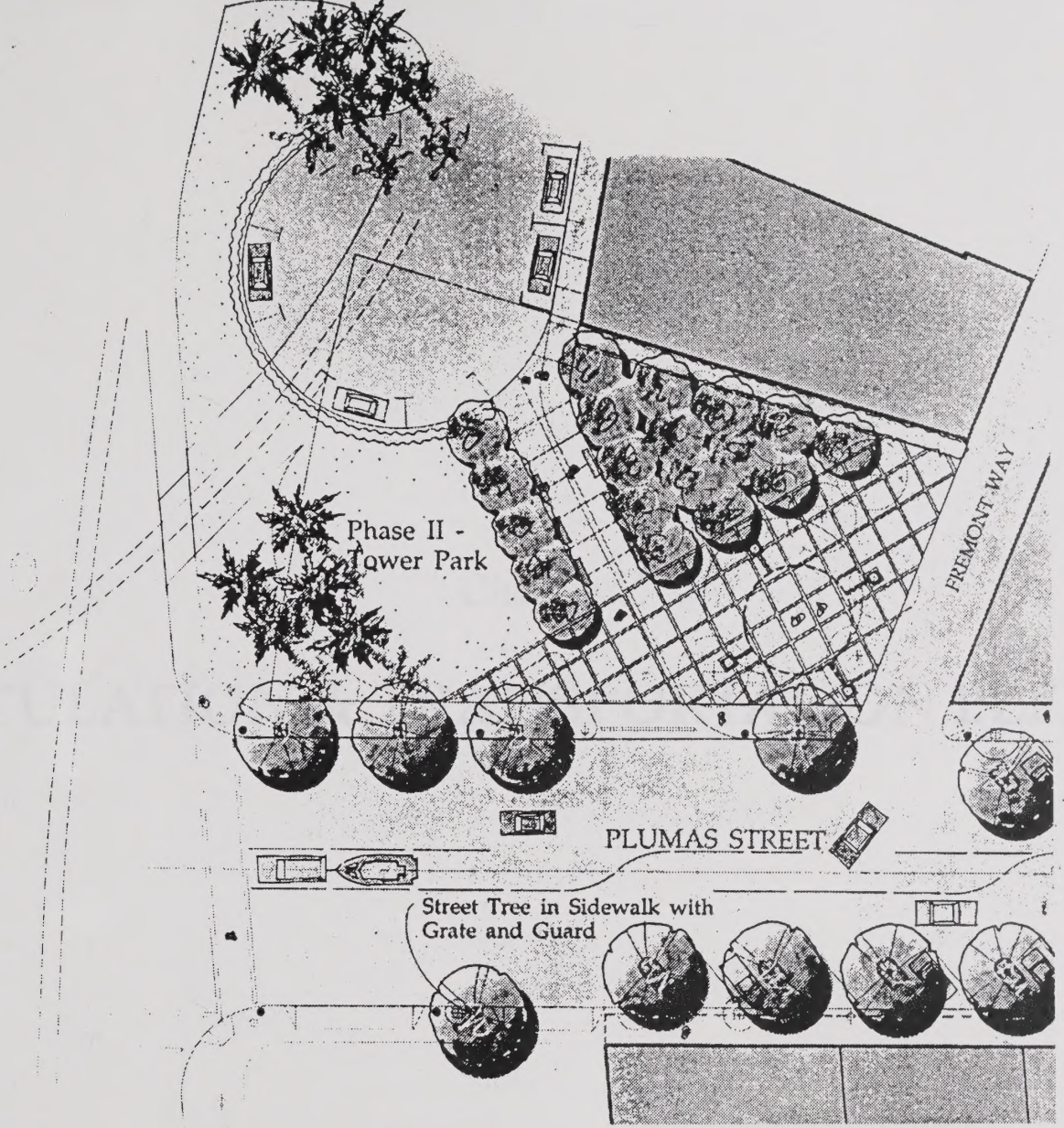
DOWNTOWN

# PLUMAS STREET DESIGN CONCEPT




DOWNTOWN

# MIDTOWN PLAZA DESIGN CONCEPT




DOWNTOWN

# TOWER PARK DESIGN CONCEPT

*Chapter V.*

# CIRCULATION & TRANSPORTATION ELEMENT

# CIRCULATION & TRANSPORTATION ELEMENT

## Background Conditions

### Traffic Volumes

Table 5.1 indicates recent two-way Average Daily Traffic (ADT) volumes on regional and local facilities in the vicinity of the Central City planning area.

Table 5.1
Traffic Volumes Around the Central City

| Route | ADT |
|---|---|
| Bridge Street west of Feather River | 30,400 |
| SR-20 west of Live Oak Blvd. | 39,500 |
| SR-20 west of Feather River | 38,500 |
| SR-20 at SR-70 | 31,500 |
| SR-20 east of SR-99 | 27,500 |
| SR-70 at Fifth Street | 29,500 |
| SR-70 at Yuba River | 47,500 |
| SR-99 at Bridge Street | 23,100 |
| SR-99 south of SR-20 | 23,200 |

### Study Intersections

Fifteen key intersections were analyzed in the Central City plan area. They are listed below and are graphically displayed in the figure titled "Intersection Configurations" later in this chapter, with proposed changes to the intersections.

1. *Garden Highway and Franklin Avenue*
2. *Main Street and Morton Street*
3. *Percy Avenue and B Street*
4. *Percy Avenue and Franklin Avenue*
5. *Percy Avenue and Morton Street*
6. *Plumas Street and B Street*
7. *Plumas Street and Bridge Street*
8. *Plumas Street and Colusa Avenue*
9. *Second Street and B Street*
10. *Second Street and Bridge Street*
11. *Shasta Street and Bridge Street*
12. *Sutter Street and SR 20 (Colusa Avenue) WB Off Ramp*
13. *Sutter Street and SR 20 (Feather River Bridge) EB On Ramp*
14. *Wilbur Avenue and B Street*
15. *Wilbur Avenue and Franklin Avenue*

### Service Levels

To evaluate the existing traffic conditions, the Level of Service (LOS) was evaluated at critical intersections in the study area. The LOS evaluation indicates the degree of congestion which occurs during peak travel periods and is the principal measure of roadway performance.

Existing conditions at all intersections have been evaluated for the PM peak hour using the "Planning Methodology" for Transportation Research Board Circular 212. This methodology is widely used in Environmental Impact Reports and provides generally conservative estimates of intersection capacity compared to most other techniques.

Table 5.2 defines the Levels of Service, which range from "A", free flow conditions, to "F", jammed conditions. LOS A, B, and C are generally considered satisfactory service levels, while LOS D is marginally acceptable. LOS E conditions are considered undesirable and LOS F conditions unacceptable, although such conditions frequently occur at heavily-loaded intersections. The Yuba City General Plan states intersection conditions at LOS D or worse as unacceptable.

Table 5.3 identifies pre-Specific Plan PM peak hour service levels at the key locations within the Central City study area. The intersection of Plumas Street and SR-20 (Colusa Avenue) is at LOS E, which indicates high levels of congestion and delay. The remaining intersections operate at service level C or better, indicating good operating conditions.

### Transit Facilities

Transit services are overseen by the Hub Area Transit Authority (HATA), a bi-county agency created in 1975 for Sutter and Yuba County residents. HATA provides a fixed route service and express bus service from Downtown Yuba City to Downtown and East Sacramento for many of the area's daily commuters, as well as for those who reverse-commute from Sacramento.

HATA also operates the demand-response Dial-a-Ride service which is available to all residents of Yuba City and Marysville, and particularly meets the transit needs of the elderly and the handicapped.

**Table 5.2**
**Level of Service Definitions for Signalized Intersections**

| Level of Service | Volume to Capacity Ratio | Description of Traffic Conditions |
|---|---|---|
| A | 0.0 - 0.60 | **Insignificant Delays:** No approach phase fully utilized and no vehicle waits longer than one red indication. |
| B | 0.61 - 0.70 | **Minimal Delays:** An occasional approach phase if fully utilized. |
| C | 0.71 - 0.80 | **Acceptable Delays:** Major approach phase may become fully utilized. Most drivers feel somewhat restricted. |
| D | 0.81 - 0.90 | **Tolerable Delays:** Drivers may wait through more than one red indication. Queues may develop, but dissipate rapidly, without excessive delays. |
| E | 0.91 - 1.00 | **Significant Delays:** Volumes approaching capacity. Vehicles may wait through several signal cycles and long queues of vehicles form upstream. |
| F | > 1.00 | **Excessive Delays:** Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections and queues may form which do not dissipate. |

SOURCES: Highway Capacity Manual, Highway Research Board, Special Report No. 87, Washington D.C., 1965; Interim Materials on Highway Capacity, Transportation Research Board Circular 212, Washington D.C., 1980; Highway Capacity Manual, Highway Research Board, Special Report No. 209, Washington D.C., 1985; Korve Engineering, Inc.

**Table 5.3**
**Existing Service Levels for Key Central City Intersections**

| Intersections | V/C Ratio | LOS |
|---|---|---|
| Garden Highway and Franklin Avenue | 0.55 | A |
| Main Street and Morton Street | 0.14 | A |
| Percy Avenue and B Street | 0.39 | A |
| Percy Avenue and Franklin Avenue | 0.42 | A |
| Percy Avenue and Morton Street | 0.25 | A |
| Plumas Street and B Street | 0.64 | B |
| Plumas Street and Bridge Street | 0.75 | C |
| Plumas Street and SR-20 (Colusa Avenue) | 0.96 | E |
| Second Street and B Street | 0.63 | B |
| Second Street and Bridge Street | 0.80 | C |
| Shasta Street and Bridge Street | 0.52 | A |
| Sutter Street and SR 20 (Feather River Bridge) EB On Ramp | 0.38 | A |
| Sutter Street and SR 20 (Colusa Avenue) WB Off Ramp | 0.56 | A |
| Wilbur Avenue and B Street | 0.25 | A |
| Wilbur Avenue and Franklin Avenue | 0.26 | A |

One taxi company provides door-to-door service in the Yuba City/Marysville area.

### Bicycle Facilities

The General Plan recommends that bicycles be encouraged as an alternative mode of transportation and that lanes and racks be conveniently located throughout the City: "Where possible, separate rights of way should be used for the development of bike lanes in order to provide the greatest amount of safety to the bicyclist." Bicycle facilities are currently designated on the street system in the form of bike paths, routes and lanes.

In order to develop a bicycle system, the California Department of Transportation has established some primary guidelines in the Design Manual to assist with bikeway facility design. Bikeways are designated in a classification system defined as follows:

- *Class I* - exclusive bikeway consisting of a separate "off-street path" out of vehicle travel way.
- *Class II* - "on-street lane" delineated separately from the vehicle travel way.
- *Class III* - "signed bike route" sharing the street proper with moving and parked vehicles.

In the Central City Plan Area, an informal recreational trail is located along the Feather River levee. Access is restricted due to concerns regarding protecting the levee and adjacent lands from vandalism. If the levee were a designated bikeway and maintained formally by the Department of Parks and Recreation, these concerns would be satisfied and provide the community with river access adjacent to the Central City.

### Rail Facilities

Rail facilities in Yuba City are limited to freight service along the Union Pacific Railroad lines which operates a switching yard at Bridge Street west of Plumas Street. The Amtrak system runs the "Coast Starlight" line with a stop in Marysville using the Southern Pacific lines.

## Trip Generation And Traffic Assignment

### Trip Generation

The adjusted trip generation totals for the "Likely Build-Out Scenario" of land uses within the Central City would yield approximately 1,040 daily trips from the community center/sports complex, 8,800 daily trips from workplaces, 17,600 daily trips from residential uses, and 1,610 daily trips from retail uses. The build-out of the Central City land uses would generate approximately 30,000 average daily trips and 4,000 PM peak hour trips. These adjusted trip generation totals are shown in Table 5.4.

The trip generation rates used for analysis are commonly used to estimate the trip generation of institutional, office, public, residential, and retail development. When these rates are used to estimate the trip generation of a substantial area with mixed land uses, an assessment of the interaction between various uses is made to avoid double-counting trips that travel between uses within the study area.

For example, two or more of the 10 average daily trips (one round trip) from a new single family dwelling unit that is located within the Central City may be going to and from one of the commercial developments within the study area. If these two trips are counted at both the residential and commercial end of the trip, the result will be the assignment of four trips to the route instead of two. Consequently, if average trip rates are used, those trips that stay within the study area would be double counted. Thus the rates have been adjusted to avoid problems associated with double counting.

Similarly, a "passer-by" rate was used for retail uses, since between 25 and 50 percent of PM peak hour retail trips in the Central City would make one or more short stops before completing the journey. For example, an office worker may often stop at one or more stores on the way home during the afternoon peak hour. Thus, it is necessary to account for this type of travel pattern by adjusting the overall number of retail trips.

### Trip Distribution

The basis of trip distribution is an assessment of local and regional population levels and projected development as estimated by the Yuba City Planning Department. The distribution represents an average of the anticipated trip origins for residents, workers,

**Table 5.4 Adjusted Trip Generation Totals - Central City Likely Buildout**

| Action Area | Land Use | Quantity | Average Daily Traffic | PM Peak Hour Trip Generation | | |
|---|---|---|---|---|---|---|
| | | | | Total | Inbound | Outboard |
| 1 | Retail | 45,000 s.f. | 1,100 | 230 | 115 | 115 |
| 2 | Garden/Visitor Center | 0.9 acre | 30 | 7 | 5 | 2 |
| | Community Center/Sports Complex | 65,000 s.f. | 1,040 | 65 | 33 | 32 |
| | Library | 42,000 s.f. | 1,890 | 280 | 150 | 130 |
| | Office | 380,000 s.f. | 3,510 | 560 | 90 | 470 |
| | Retail | 16,500 s.f. | 400 | 84 | 42 | 42 |
| 3 | Office | 510,000 s.f. | 4,450 | 735 | 12 | 615 |
| 4 | Residential | 514 DU's | 3,820 | 320 | 205 | 115 |
| 5 | Residential | 664 DU's | 4,940 | 480 | 305 | 175 |
| 6 | Residential | 48 DU's | 360 | 35 | 22 | 13 |
| | Retail | 4,500 s.f. | 110 | 24 | 12 | 12 |
| 7 | Residential | 688 DU's | 5,450 | 910 | 145 | 765 |
| Totals | Garden/Visitor Center | 0.9 acre | 30 | 7 | 5 | 2 |
| | Community Center/Sports Complex | 65,000 s.f. | 1,040 | 65 | 33 | 32 |
| | Library | 42,000 s.f. | 1,890 | 280 | 150 | 130 |
| | Office | 890,000 s.f. | 7,960 | 1,295 | 1210 | 1,085 |
| | Residential | 1,914 DU's | 17,605 | 2,040 | 867 | 1,173 |
| | Retail | 106,500 s.f. | 1,610 | 338 | 169 | 169 |
| Grand Total | | | 30,135 | 4,025 | 1,434 | 2,591 |

Notes: s.f. = square feet DU = Dwelling unit

Data Sources: Korve Engineering, Inc., Freedman Tung & Bottomley

and shoppers in the Central City area. The figure titled "Traffic Distribution Patterns" on the next page illustrates the Central City trip distribution.

## Roadway System Policies

The Circulation Element addresses both regional access to the Central City and local circulation within the plan areas. The development of the plan area provides an opportunity to provide an efficient circulation pattern at the core of the City of Yuba City. The objectives of the vehicular component of the plan are as follows.

1. *Complete the Central City circulation system.*

2. *Facilitate access within the Central City.*

3. *Reduce neighborhood impacts.*

## Hierarchy of Streets

The Circulation Plan for the Central City establishes a hierarchy of streets that serves as a conduit for through traffic around the community as well as local access to individual neighborhoods. The system includes five different street types that are designated as highway, major arterial, minor arterial, collector, and local streets. The function of highways and arterials is to carry through traffic, while collectors and local streets serve local commercial and residential traffic. These roadway designations are consistent with those used in the General Plan to describe the functional classification of streets throughout the City. The street hierarchy is shown on the "Circulation Plan" on the following page.

The proposed hierarchy is very similar to the functional classification contained in the General Plan. The only proposed change is a switch in classification between Plumas Street and Percy Avenue south of B Street that is possible as a result of the proposed extension of Plumas Street. This change would involve designating Plumas Street as a major arterial and Percy Street as a minor arterial. A description of the hierarchy system and the applicable streets is as follows.

### *Highway*

A highway is a limited access facility that is designed to serve the principal component of through traffic in the Central City area. State Route 20, or Colusa Avenue, is located at the northern boundary of the plan area and is the designated highway in the Central City. Colusa Avenue serves one of two bridges crossing the Feather River. It is a six-lane facility west of Plumas Street and a four-lane facility east of Plumas Street as it crosses the Feather River.

### *Major Arterial*

Major arterials serve a dual function as a secondary facility for through traffic from adjacent highways and as a primary facility for local traffic travelling between major employment and residential centers within the community. Examples of proposed major arterials in the study area are Plumas Street, Garden Highway/Second Street, Franklin Avenue, and Bridge Street. Bridge Street provides access to the other bridge crossing the Feather River in the Central City area.

### *Minor Arterial*

Minor arterials are primarily intended to serve local traffic travelling between employment, commercial and residential uses within the community. While minor arterials do not typically serve significant levels of through traffic, they are designed to carry higher levels of traffic. Percy Avenue and B Street are proposed to serve as minor arterials by the Central City Specific Plan.

### *Collector*

Collector streets provide access from local residential and commercial uses to the major arterials and highways that are designed to serve higher traffic volumes. Collector streets are typically designed to serve moderate volumes of traffic. C Street and Shasta Street/Wilbur Avenue would serve as collector streets in the Central City plan. C Street is designed primarily to serve employment uses, while Shasta Street/Wilbur Avenue will serve both employment uses in the southern portion of the plan area and residential uses in the northern portion of the plan area.

### *Local*

Local streets are typically discontinuous, low volume streets that provide access from residential neighborhoods or low density commercial uses to adjacent arterials or

## STREET HIERARCHY

Highway:
- State Route 20

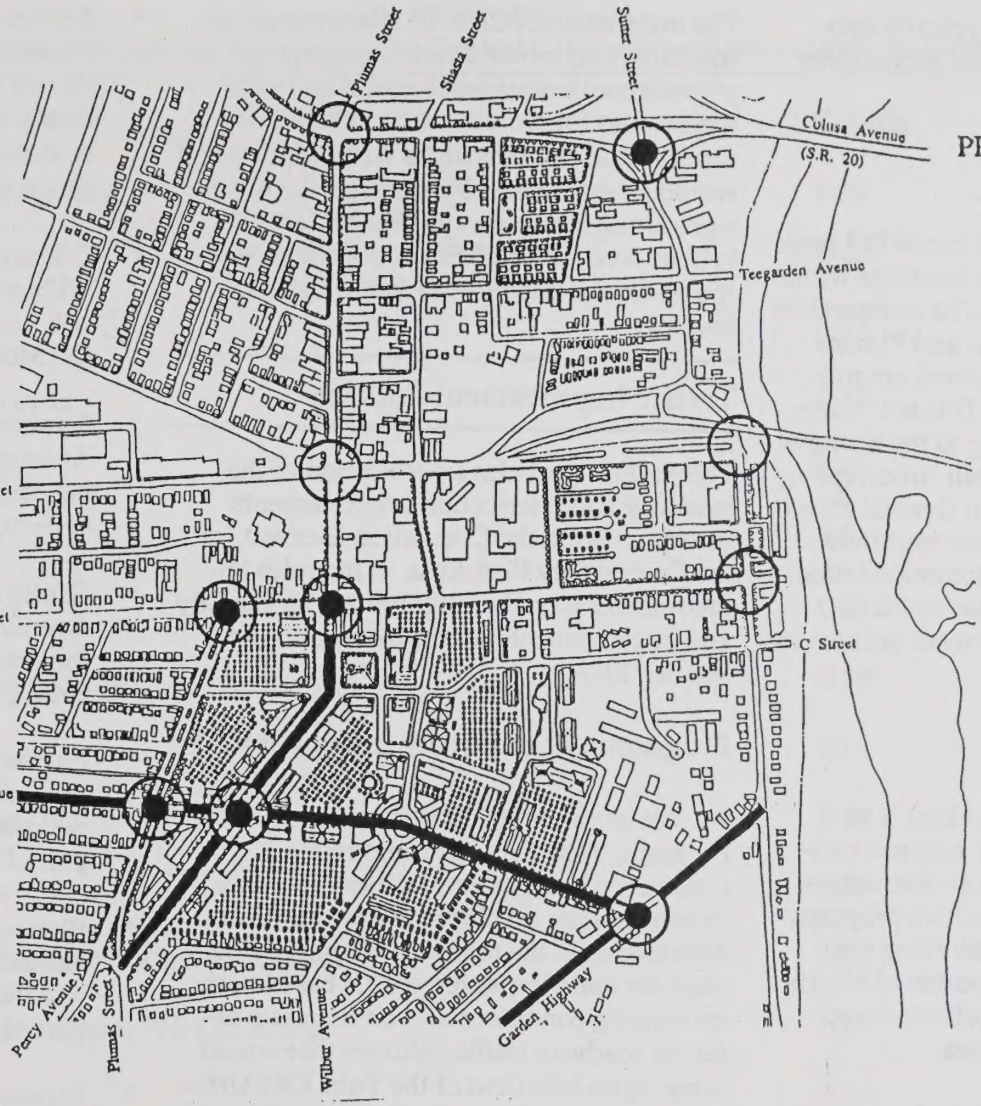
Major Arterial:
- Plumas Street
- Garden/Second
- Bridge Street

Minor Arterial:
- Percy Avenue
- B Street
- Franklin Avenue

Collector:
- Shasta/Wilbur
- C Street

## FUTURE TRAFFIC SIGNALS

- B / Percy
- B / Plumas
- Franklin / Percy
- Franklin / Plumas
- Franklin / Garden
- Garden / Second
- SR 20 EB Ramps / Sutter




## PROPOSED IMPROVEMENTS

Widen to 4 Lane Section:
- Plumas Extension
- Garden Highway
- Franklin Road

Add Turn Lanes at Intersections:
- Colusa / Plumas
- Bridge / Plumas
- Bridge / Second
- B / Percy
- B / Plumas
- B / Second
- Franklin / Percy
- Franklin / Plumas
- Franklin / Garden
- SR 20 EB Ramps / Sutter

LEGEND
- Future Traffic Signals
- Proposed Improvements
- Add Turn Lanes

CENTRAL CITY

# CIRCULATION PLAN

collectors. Local streets are typically two-lane facilities with parking that serve fewer than 3,000 vehicles per day.

### Future Service Levels

Table 5.5 identifies proposed future PM peak hour service levels at the key locations within the Central City study area. The intersections of Plumas and Bridge Streets, and Plumas Street and SR-20 (Colusa Avenue) are projected to operate at LOS D. (This is a "tolerable" level of delay according to the National Highway Resources Board, but "unacceptable" according to the current General Plan.) The Plumas/SR 20 intersection improves from LOS E to LOS D with accommodation for future growth per the Specific Plan, provided the Plan's improvement policies are implemented.

### Bikeways

The objective of bikeways policies is to promote and provide for the safe and convenient use of the bicycle as an alternative mode of transportation. The Plan proposes the installation of a bike route along the Feather River and the designation of bicycle routes along several of the collectors and minor arterials in the plan area.

The installation of a Class I bikeway across the Fifth Street Bridge is proposed for the Central City plan area. This would involve the designation of an exclusive right-of-way for bicycles and pedestrians. Portions of the proposed "Jogging/Walking/Biking path" in the *Workplace* area may also function as Class I bikeways.

The installation of Class III bikeways along collectors and minor arterials is proposed to provide continuous north-south and east-west routes for bicycle traffic. These bikeways would share facilities with vehicles and would be established by placing bike route signs along the roadways. Shasta Street/ Wilbur Avenue and B Street are suggested routes for the implementation of Class III bikeways.

## Traffic Improvement Policies

This section provides a description of the roadway and intersection improvements incorporated in the Circulation Element for the Central City Plan Area. It includes improvements already programmed by the City and improvement policies to support the Specific Plan.

### Programmed Roadway Improvements

As part of its Capital Improvements Program, Yuba City has programmed construction of a variety of local roadway improvements to solve existing and future deficiencies in the roadway network. The need for these improvements is based both on existing conditions and on forecasts of future roadway traffic volumes that would occur upon build-out of the Yuba City Urban Area. The following are transportation-related improvements affecting the Central City Plan Area are currently programmed by the City for completion within the fiscal years 1991-1996.

- *B Street* - At the intersections with Plumas Street and Percy Avenue, traffic signals will be added. Because of their proximity to each other, they shall be installed at the same time to avoid congestion.

- *C Street* - Extension of C Street from Wilbur Avenue to Percy Avenue. This will provide east-west access through the Del Monte Site Area.

- *Franklin Avenue* - Between Wilbur Avenue and Garden Highway, providing for street widening and installation of curb, gutter and sidewalks.

- *Garden Highway* - Between Franklin Avenue and Second Street, providing for street widening and installation of curb, gutter and sidewalks.

- *Plumas Street* - Between SR-20 and Bridge Street, redevelopment of the street will include lighting and landscaping as part of street improvements.

- *Plumas Street* - Between Bridge Street and B Street, redevelopment of the street will include lighting and landscaping as part of street improvements.

- *Plumas Boulevard* - Extension of Plumas Street from B Street to Franklin Avenue to a new juncture with Percy Avenue.

- *Sutter Street* - The extension of Sutter Street to enable traffic from northbound Sutter Street and the westbound SR-20 off-ramp to directly access Market Street

**Table 5.5**
**Future PM Service Levels for Key Central City Intersections - Likely Buildout**

| Intersections | V/C Ratio | LOS |
|---|---|---|
| Garden Highway and Franklin Avenue | 0.39 | A |
| Main Street and Morton Street | 0.14 | A |
| Percy Avenue and B Street | 0.52 | A |
| Percy Avenue and Franklin Avenue | 0.41 | A |
| Percy Avenue and Morton Street | 0.25 | A |
| Plumas Street and B Street | 0.72 | C |
| Plumas Street and Bridge Street | 0.82 | D |
| Plumas Street and SR-20 (Colusa Avenue) | 0.88 | D |
| Second Street and B Street | 0.61 | B |
| Second Street and Bridge Street | 0.64 | B |
| Shasta Street and Bridge Street | 0.79 | C |
| Sutter Street and SR 20 (Feather River Bridge) EB On Ramp | 0.49 | A |
| Sutter Street and SR 20 (Colusa Avenue) WB Off Ramp | 0.69 | B |
| Wilbur Avenue and B Street | 0.64 | B |
| Wilbur Avenue and Franklin Avenue | 0.61 | B |

near Del Norte Avenue. This will considerably improve the present congestion along the north Colusa Frontage Road, adjacent to the northern boundary of the Plan Area.

## Roadway Improvement Policies

Recommended roadway improvements include the construction of the Plumas Street Extension as well as the widening of segments of Colusa Avenue, Second Street/Garden Highway, and Franklin Avenue. These roadway projects are described below.

- *The Plumas Street Extension* - is programmed by the City of Yuba City to provide an additional north-south boulevard through the Central City plan area to serve traffic destined for commercial uses and the bridges crossing the Feather River. The Plumas Street Extension should be a four-lane boulevard with a wide median and on-street parking. It would have a total roadway width (i.e., curb-to-curb dimension) of approximately 140 feet. Plumas Street should also be widened from two to four lanes at the intersection with Colusa Avenue. This would provide additional capacity for north-south through traffic in the Plumas Street corridor.

- *Colusa Avenue* - should be widened to three lanes in the eastbound direction between the traffic signals at Plumas Street and Shasta Street. Currently, Colusa Avenue has two lanes in the eastbound direction and three lanes in the westbound direction in this section.

- *Second Street* - should remain at two lanes between Bridge Street and Garden Highway.

- *Garden Highway* - should be widened to four lanes per current city plans.

- *Franklin Avenue* - should be widened from two lanes to four lanes between Highway 99 and Wilbur Avenue. This improvement would be designed to serve traffic generated primarily by proposed employment uses in the southern portion of the Central City.

## Intersection Improvement Policies

Intersection improvements described in this section are based on the Plan's "Likely Buildout Scenario" and on current estimates of existing and anticipated background traffic generated in surrounding areas. The improvements include the installation of traffic signals and the provision of additional turn lanes at key locations within the Central City (see "Proposed Intersection Improvements" diagram). These intersection improvements are described below. As conditions evolve over the Plan's 10 to 20-year time horizon, however, these improvements may be modified or changed in response to changing conditions, provided these changes are consistent with the Plan's overall goals and objectives.

**Traffic Signal Locations.** Five intersections are currently signalized in the Central City plan area: Colusa Avenue and Plumas Street, Colusa Avenue and Shasta Street, Bridge Street and Plumas Street, Bridge Street and Shasta Street, and B Street and Second Street. The proposed street widenings described above would require modifications to traffic signals at each of these locations.

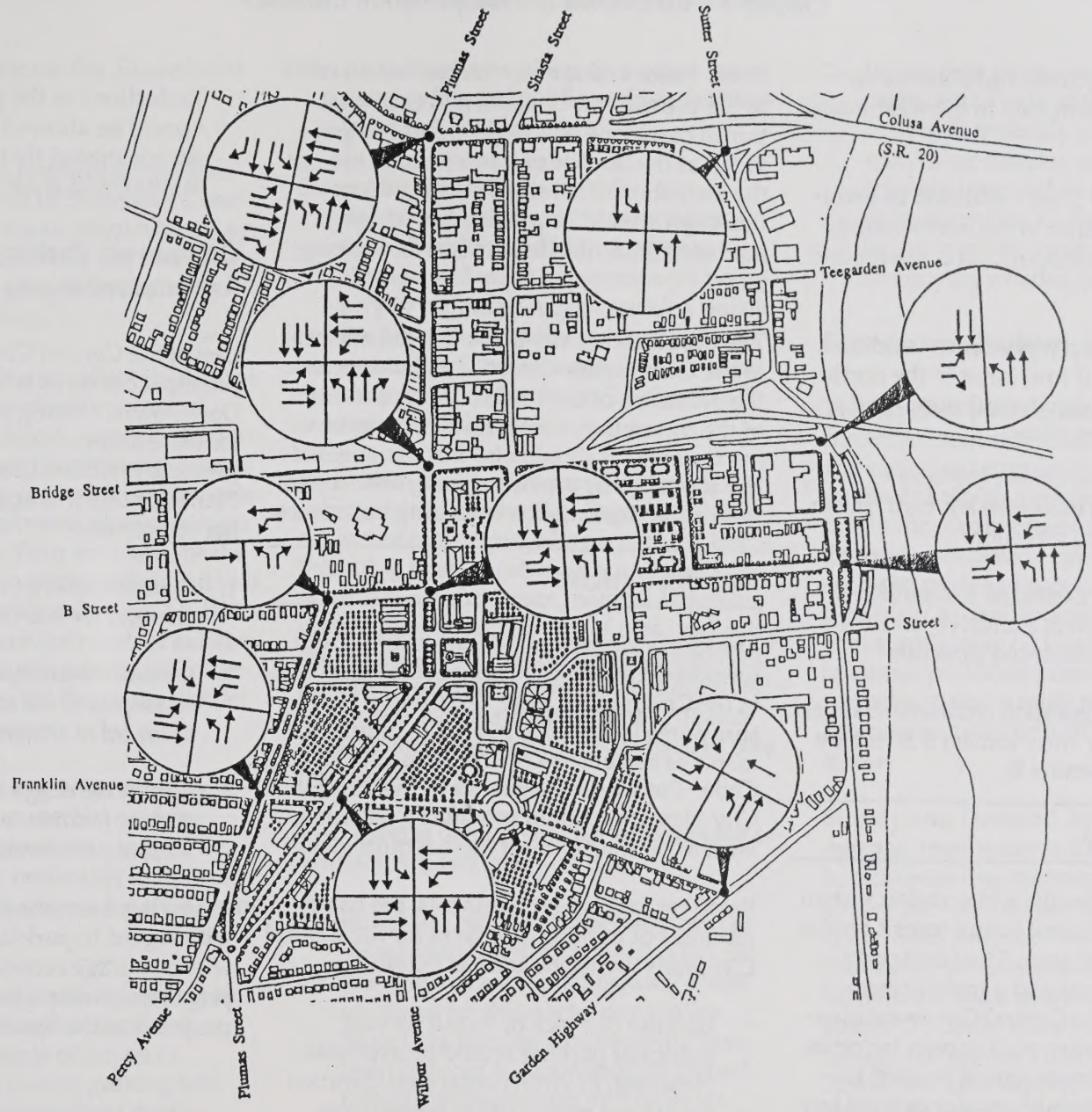
The installation of traffic signals is programmed by the City to occur at two additional intersections in the Central City plan area: B Street and Percy Avenue, and B Street and Plumas Street.

The installation of traffic signals would be required at four additional intersections to accommodate future development in the Central City plan area, based on a review of traffic signal warrants defined by Caltrans. They are the intersections of Percy Avenue and Franklin Avenue, Plumas Street and Franklin Avenue, Garden Highway and Franklin Avenue, and Sutter and SR 20 Eastbound Ramps.

**Intersection Turn Lanes.** Additonal turn lanes are recommended at the following intersections:

- *Bridge Street/Plumas Street* - addition of an exclusive right turn lane in the westbound direction.

- *B Street/Percy Avenue* - addition of an exclusive left turn lane in the west-bound direction.




CENTRAL CITY

# PROPOSED INTERSECTION CONFIGURATIONS

- *B Street/Plumas Street* - addition of an exclusive left turn lane in the west-bound direction
- *B Street/Second Street* - addition of exclusive left turn lanes in the north-bound, southbound, eastbound, and westbound directions
- *Franklin Avenue/Percy Avenue* - addition of exclusive left turn lanes in the northbound, southbound, eastbound, and westbound directions
- *Franklin Avenue/Garden Highway* - addition of an exclusive left turn lane in the northbound direction
- *State Route 20 Eastbound Ramps/Second Street* - addition of exclusive left turn lane in the northbound direction

Intersection configuration recommendations for Plumas/Percy and Plumas/B Street are contained in Appendix B.

## Transit Policies

Transit policies identify a circulation system that allows for efficient future transit service to the Central City area. They designate future transit streets and a transit center location within the Central City in anticipation of the time when such service becomes feasible. These streets would be used to route future fixed-route and/or express bus service designated for the area.
The primary transit streets designated to serve the Central City Plan Area are: Plumas Street, Second Street/Garden Highway, Bridge Street, B Street, and Franklin Avenue. These major and minor arterials would serve as the primary north-south and east-west transit corridors. Bus stops should be provided at the far side of intersections through the restriction of on-street parking spaces. Bus stops should be provided at all major intersections as fixed-route service is designated.

The transit center should be located adjacent to the Community Center. It should include the provision of curb-side bus stops in front of the community center for all routes serving the area. It should also include covered bus shelters that provide signing and posted scheduling information regarding bus routes.

## Parking Policies

The following section outlines existing and proposed parking requirements for land uses in the Central City area. The Central City study area is currently subject to requirements as established by the Yuba City Zoning Code. Future developments in the Central City plan area should provide an adequate level of parking to meet these requirements.

Based on parking requirements, the basic premises of parking objectives for the Central City study area should be as follows:

- Because of a lack of transit service, sufficient parking should be available. However, environmental consideration for air and noise quality necessitates giving carpoolers and vanpoolers preferential parking. And the City should work towards financially feasible transit service.
- Reductions in the parking supply levels should be allowed where it could be demonstrated that mixed-use developments could share parking.

## Downtown Parking Recommendations

One of the Central City Specific Plan's principal concerns is the revitalization of Downtown. Parking policies and standards for these areas must be regarded as tools to promote revitalization goals. The Parking Plan supports this approach with the following objectives:

1. *Establish parking requirements that are an incentive for new investment.*
2. *Increase the utility of existing parking resources and the overall supply of parking as needed to accommodate new customers.*
3. *Control the design and configuration of parking facilities to promote a storefront shopping environment.*

In making interpretations or determinations with regard to parking requirements, the City will encourage economic activity and property development consistent with the purposes of the Specific Plan.

## Parking Requirements for Storefront Commercial Areas

Parking requirements function as an incentive for new investment in Storefront Commercial Areas in two ways: requirements are reduced relative to what they are throughout most of the City, and greater flexibility is allowed in meeting them.

**Minimums.** Requirements reflect the shared trip and high-turnover characteristics of parking in a neighborhood-oriented commercial district, rather than the characteristics of parking in a shopping center. Requirements for rebuilding, enlargements or use changes apply only to net new floor area and/or the incremental increase in parking demand that accompanies a higher intensity use. District parking deficits that are the result of existing square footages should be addressed collectively at some point in the future, as district parking conditions require.

**Options.** On-site parking is not the only option available to commercial uses for meeting parking requirements. In fact, the following options are preferable to new on-site parking unless provisions for sharing are made:

1) *Lease arrangements for sharing parking* in existing parking lots are permitted; banks are an example of a type of business that has on-site parking lots which may be underutilized during evenings and weekends. Evaluation of the feasibility of such arrangements shall be made by the Planning Director.

2) *An in-lieu fee* may be paid toward future development of public parking facilities (see "In-Lieu Fees", below).

3) *A Merchants' Cooperative Parking Association* - a voluntary association could be established to coordinate signage and other improvements necessary to promote an open parking policy throughout Downtown; i.e. merchants share their lots with any and all users/shoppers in Downtown. This option is recommended.

**In-Lieu Fees.** Fees are based upon a determination by the City Engineer of the estimated cost of providing a parking space, including land, construction, and soft costs. A surface parking space requires approximately 325-350 square feet of area, including shared access drives and landscaping. Fees go into an earmarked, interest-bearing fund to be used for construction of new district parking facilities when they are needed (see next section).

Two aspects of an in-lieu fee program are essential to understand:

1) Funds are put toward development of *shared district parking facilities*. They do not result in a reserved parking space or spaces for those who pay the fee. Basic City parking requirements have been reduced to accommodate shared parking arrangements and facilities. Reserved parking conflicts with the objective of maximizing the utility of all parking resources.

2) In-lieu fees alone are *not likely to pay the entire cost* of new parking facilities. They will probably need to be matched with other funding sources. Because they are intended to function primarily as an incentive, in-lieu fees would not be expected to cover the cost of remedying existing parking deficits.

## Downtown Parking Improvements

Two types of parking are needed to support a successful commercial district: real supply and perceived supply. Real supply is the number of parking spaces needed to serve the district during its period of maximum demand. Perceived supply is the ease of access to parking spaces and their relative proximity to destinations within the district. Real supply may be low without hurting business, provided perceived supply is high; conversely, real supply may be high, but businesses could be hurt if perceived supply is low.

**Supply and Demand.** Based on shared demand requirements for successful, neighborhood-serving commercial districts (3 spaces per 1,000 square feet of commercial space), and proposed on-street parking and public and private lots, it is estimated that Downtown has a potential demand of 738 spaces (3 X 245), and a supply of approximately 780 spaces. Public parking comprises 25% of the total supply; 43 spaces in the city-owned lot adjacent to Walnut Street and approximately 153 angled spaces along Plumas Street.

The demand estimate reflects levels that could exist once the district is revitalized. In reality, parking demand for a commercial use is a function of sales, and today Downtown does not generate the level of sales and the corresponding potential parking demand indicated in the estimate.

Perceived supply is the most important issue in the near term. Existing on-street angle parking is one of the district's most important parking resources. However, there is little in the way of visual cues to indicate to visitors where they may find additional parking. Existing private lots provide the bulk of the district's parking yet many are difficult to find, especially those west of Plumas Street. A number have restrictive signage, and others are unpaved.

**Improvement Recommendations.** The following parking improvements are recommended in conjunction with a Cooperative Downtown Parking Association:

1) *Downtown Parking Signage Program* - Business and property owners should be encouraged to participate in the installation of district signs that identify and direct visitors to parking areas; e.g. signs could say "FREE PARKING - Participating Member, Downtown Cooperative Parking Association".

2) *Paving, Striping, and Landscaping Existing Lots* - The City should assist in improving existing privately-owned parking areas behind stores, particularly gravel areas south of Center Street, provided property owners participate in the parking association (see "Downtown Parking Recommendations" plan on the following page). This would help to maximize the utility of existing parking areas and reduce the short term need for the City to acquire land and develop additional public parking facilities.

**Acquisition and Development of New Public Parking.** If demand over the next decade increases to the point where additional parking spaces are required, two sites should be considered:

1) The existing city-owned lot should be considered for a parking structure.

2) The privately-owned lot at the southwest corner of Plumas Street and Forbes Avenue should be considered for acquisition for public parking, and for a future parking structure.

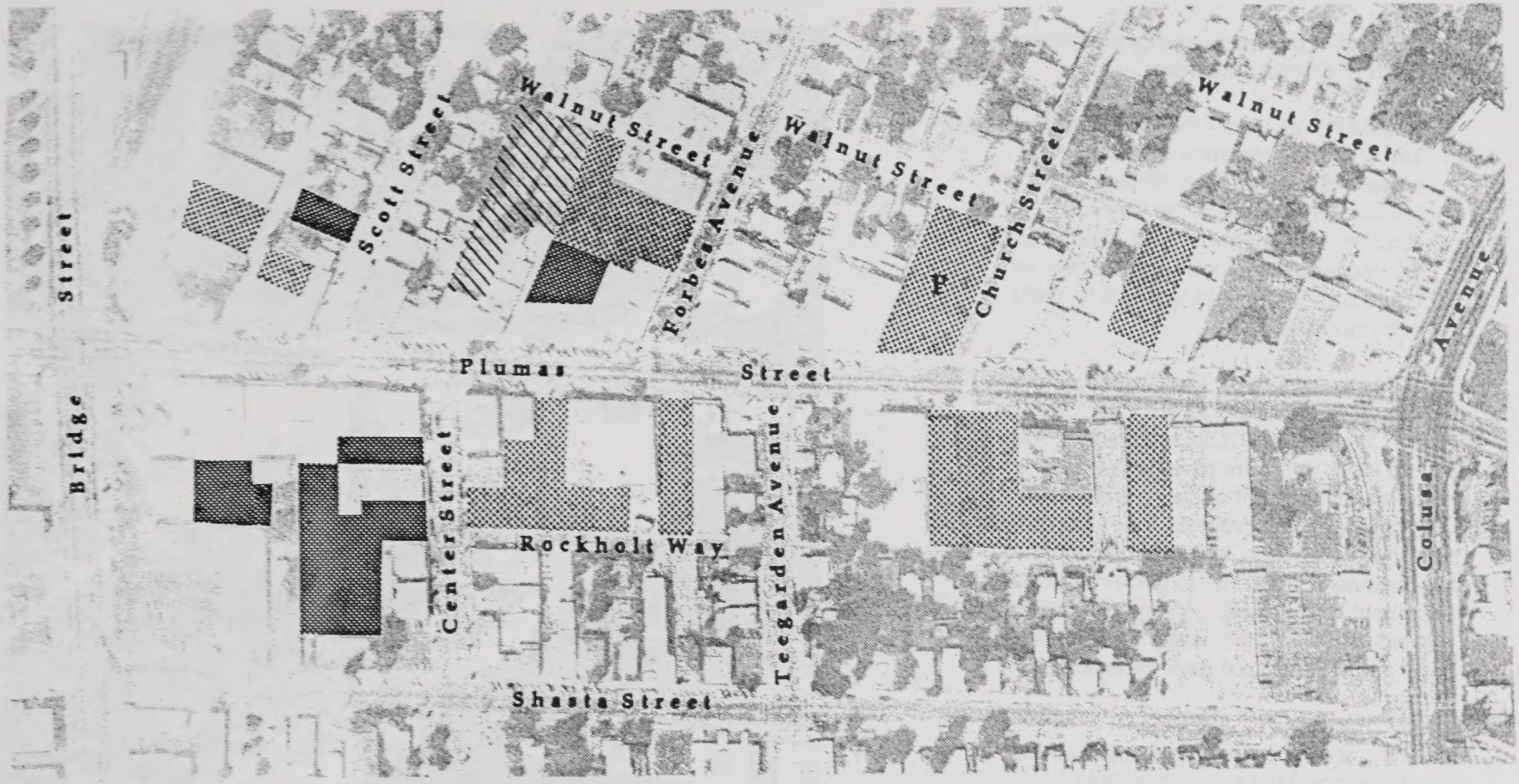
**Determining When New Parking Facilities are Needed.** Parking demand for a commercial use is a function of demand for the particular goods or services offered. As noted previously, Downtown probably does not have a significant parking problem today. But parking demand will increase as the business climate improves. And improving perceived parking with signage and street improvements immediately could actually promote new investment, even though existing demand may not justify an increase in the actual number of parking spaces.

Monitoring by the Redevelopment Agency is necessary to know when additional parking spaces are needed. A typical neighborhood commercial district is busiest in late afternoons and on Saturdays. If all or almost all existing spaces are filled during peak hours for a particular district (outside of the holiday season) then additional parking should be considered. City staff should take counts of on-street and private parking several times a year on representative days to determine if parking demand is increasing, how it is distributed within the districts, and the level of need for new parking facilities.

**Financing New Facilities and Maintenance.** When it is determined that new parking facilities are needed, three general options should be considered to finance construction and maintenance:

1) **City Subsidy** - Construction and maintenance of all facilities could be funded by the City from redevelopment funds, grants from state or federal agencies, or other sources. In-lieu fees collected to date would be included in this fund. This approach would be most supportive of area businesses, but would be an expense shared by the City as a whole.

2) **Assessment Districts** - Landowners could form assessment districts to pay for and maintain new parking facilities when conditions require. A Parking Improvement District would assess existing properties that had not previously paid in-lieu fees; fees collected to date would be included in the fund. A Maintenance District would assess all properties for maintenance of parking facilities and, if desired, for maintenance




LEGEND

Existing Public Parking: 43 Spaces

Existing Private Surface Lots: 410 Spaces

Private Parking Areas to Be Surfaced and Striped: 182 Spaces

P — Site for Potential Public Lot or Structure Development

Plumas Street: 144 Spaces
(per Proposed Street Improvement Concept)

DOWNTOWN

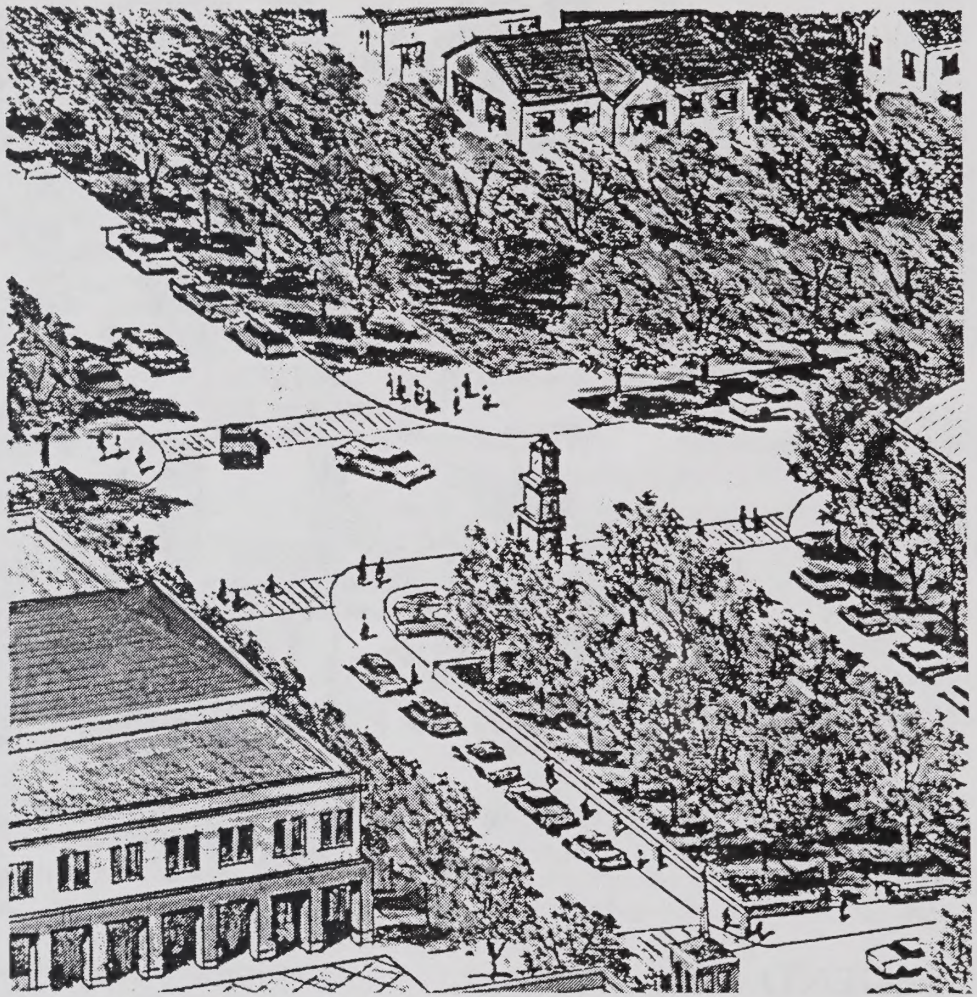
# DOWNTOWN PARKING RECOMMENDATIONS

of any special streetscape improvements or other district amenities.

3) **Public/Private Mix** - Public subsidies and fees and assessments could be combined to provide facilities and maintenance. For example, the City could fund improvements but not maintenance, maintenance but not improvements, or could provide matching funds to assist with either or both.

**Staff Responsibilities.** The Planning Director should function as Central City Revitalization Coordinator (CCRC). Planning Staff should work to ensure parking is treated as a fundamental element of the overall Central City Revitalization Program. The Coordinator should establish and maintain contact with the business community to gather information about changes in parking needs, when it appears additional facilities may be needed, and options for shared parking arrangements.

Planning Staff should review applications that trigger parking requirements to determine if shared parking is available. Applicants should be encouraged to consider shared parking or in-lieu fees rather than new on-site parking, unless the new parking itself could be shared. Staff should also determine when parking counts are needed and what the actual layout and design elements of new parking facilities should be.



***The circulation network is more than simply a system for moving vehicles, it structures the form of the Central City: Landmarks provide orientation at important intersections; on-street parking contributes to pedestrian-friendly streets.***

*Chapter VI.*

# UTILITIES & INFRASTRUCTURE ELEMENT

# UTILITIES & INFRASTRUCTURE ELEMENT

This element examines the revitalization of the Yuba City Central City Specific Plan area and its impacts on the water, storm drain, and sanitary sewer systems. Based on these impacts, objectives and policies for improvements to the existing facilities are provided.

## Existing Conditions And Resources

### Storm Drainage

The Storm Drainage Existing Facilities map illustrates storm drainage improvements within the Specific Plan area. The system consists of drain inlets and pipes ranging from 10-inch to 30-inch in diameter that direct storm water flows to the Gilsizer Slough. The Slough begins at the southern end of the project area. Currently, the Gilsizer Slough is the main channel into which the storm water from the area flows after it is collected in pipelines to the east and west. Storm water within the Slough flows south from Highway 20 to the southern end of the area. It then flows west and is discharged to the State Drain, which leads north to State Pumping Plant No. 2 which then directs storm water to the Sutter Bypass.

[1]Master Drainage Study for Sutter County, Nolte and Associates.

Available records indicate that the slough channel from Franklin Avenue to the southern end of the subject area is sloped at approximately .00034 ft/ft. The capacity of the channel from Franklin Avenue to the Oswald Road is estimated as 100 cfs. Channel capacity within this section is limited because of restrictive pipe crossings; there is a 42-inch reinforced concrete pipe (RCP) pipecrossing at both Del Monte Avenue and Wilbur Avenue just south of the subject area.[1]

Additional properties to the west of the Specific Plan area contribute storm water flows within the project drainage shed. The storm drainage map indicates the entire watershed area which contributes to flows discharged to the Slough. Approximately 65 acres outside of the study area contribute to the flows within the subject area (60 acres immediately west of the north end of the subject area and 5 acres north of Bridge Street). Approximately 356 acres of watershed is discharged by the Slough at the southern boundary of the subject area.

Currently, flow through the Slough is restricted by the 30-inch diameter pipe which leads from a retention basin adjacent to Bridge Street. During periods of heavy rainfall, because of the restricting pipe diameter and slope of the 30-inch pipe, water collects in and eventually drains from the retention basin. No official record of water level elevations within the retention basin during storm periods exist, yet it has been observed that during heavy storm periods water in the basin reaches a depth of 3 feet in some areas. (Under these conditions the basin holds approximately 4.9 acre-feet of storm runoff.) During heavy storm periods the 30-inch pipe flows under pressure. In recent years it has been observed by local agencies that the retention basin has not overflowed.

Regular improvements to the drainage system within the subject area have controlled drainage flows within the project area. The drainage system is adequate for the existing land uses within the drainage shed area.

### Water Service

Water for domestic, municipal, industrial and other uses in the Yuba City Urban Area is readily obtainable. The City provides treatment of water extracted from the Feather River. Yuba City has negotiated water contracts with several water agencies, including the State of California, to insure that adequate water will be available for future use.

In the last few years, according to the Yuba City General Plan, the Health Department has found an indication of ground water contamination in several wells in the Urban Area.

The existing water system within the subject area is shown in the Water System Existing Facilities map. The figure shows an extensive system of existing water lines. Many of these lines appear to be sized large enough to be utilized for buildout of the Specific Plan.

STORM DRAINAGE

# EXISTING FACILITIES

WATER SYSTEM

# EXISTING FACILITIES

### Sanitary Sewer

The Sanitary Sewer Existing Facilities map delineates the existing sanitary sewer infrastructure within the subject area. An extensive system already exists. Many of the existing lines within streets will remain within the new development proposed.

As is the case with both the sewer, drain, and water lines, relocation of sewer lines to new streets will be necessary. The existing design flow for the sewer was established using the Yuba City Municipal Code, section 6-5.303, "Sanitary Sewer Design Requirements". The effluent now discharges to the treatment plant located 1.5 miles south of the subject area on Garden Highway via the trunk line located along 2nd Street and Garden Highway.

The lateral lines into the trunk system were analyzed to determine their capacities and to find if exceedance problems exist in the trunk line.

The following is a breakdown of the area zoning designations to determine existing flows:

| Zone | Average Daily Flow |
|---|---|
| R-1 | .002 cfs*/acre |
| R-2, R-3 | .006 cfs/acre |
| Commercial | .005 cfs/acre |

* Cubic feet per second

## Utility And Infrastructure Improvement Policies

### Impacts Summary

The impacts on existing facilities are minimal throughout the project area, considering the proposed change in land use designations. The greatest impact to the existing facilities will be to the drainage system. The water system will require additional parallel lines, looping upsizing or rerouting of some of the distribution facilities. This is dependent on the final land use designations. The least impact on the existing underground infrastructure will be to the sanitary sewer system.

Drainage flows from a given area can vary drastically, depending on the intensity with which the area is developed. The greatest runoff would occur with maximum *Workplace* buildout. This alternative will result in the most expensive change to the storm water drainage system. Conversely, *Residential* buildout would require the least modification to the storm water system. Residential areas generally have a lower runoff potential than do commercial or industrial areas. The costs for rehabilitation of the storm water system for this scenario may be considerably lower as well.

Some existing water system transmission mains can be utilized within the project boundary for the proposed development (assuming grade changes are minimized). The laterals from the transmission mains may be undersized or oversized for the proposed land use intensity. Since an adequate water supply is available for the project, the impacts to the site will be limited to the sizing, system pressure and additional distribution mains requirements within the project area. Once a development is proposed, a study can be conducted to evaluate the water system distribution facility requirements.

The trunk sanitary sewer system is apparently sized adequately for all the land use alternatives. Impacts on the sanitary sewer system within the project area should be minimized to providing adequate laterals to the specific sites within the project area. Some development scenarios may require the abandonment of existing sewer lateral, but the trunk facilities do not appear to be affected. The specific impacts likely to result from the redesignation and configuration of land use densities are: 1) the installation of new sanitary sewer manholes, 2) the installation of additional sanitary sewer laterals, 3) the rehabilitation of undersized sanitary sewer laterals, 4) the acceptance of oversized sanitary sewer laterals which do not achieve the flow capacity required to attain required scour velocities in the pipe, 5) the abandonment of existing easements.

In summary, it does not appear that there are any major underground facility infrastructure requirements that cannot be solved or which would preclude the Likely Buildout Scenario. It is not inconceivable, however, that portions of the existing infrastructure would require replacement or more periodic maintenance to function as required for the project area.

SANITARY SEWER

# EXISTING FACILITIES

## General Policies

A comprehensive examination of the condition and function of the existing facilities should be conducted prior to the approval of the construction drawings for all projects within the subject area. Master planning development in the area will allow the individual projects to develop in an orderly and cost-effective manner. Maximum flow rates from a given area should be identified in the master facilities study. This will allow the developers to focus on the site specific requirements of their developments.

A variety of funding sources should be employed to fund needed infrastructure improvements. The approach taken by the Plan is to estimate the funding that could be provided by sources such as Redevelopment and Capital Improvement funding, recognizing that the remainder would have to be provided by fees on the new development, a Mello-Roos bond program, developer participation in construction, or combinations of these sources.

It is anticipated that the City Council and staff will review, add, modify and delete projects listed and prioritize them. While the Specific Plan outlines the possible funding for the capital improvements, it is recognized that staff will have to work out the specific applications to the programs as they work with individual developers on specific proposals.

## Storm Drainage Improvements

A city storm drainage system has seven major elements.

1. A system of street gutters, drain inlets and special drains to collect the storm runoff from individual properties and direct it to the city's trunk lines and drain channels.

2. A system of trunk lines (pipes which are 36 inch diameter, or larger) and drainage channels to convey storm runoff from the drop inlets and retention basins to a natural stream channel which will carry the water away from the city.

3. "Detention basins" may be required if the capacity of the trunk line and channel system are not adequate to carry away the storm waters that may accumulate during a "design storm", or if the water needs to be retained and "settled" in order to avoid carrying too high a level of pollutants from streets or industrial storage areas to stream channels.

4. A means of testing the amount of pollution in storm runoff waters to ensure that they comply with environmental regulations and do not adversely affect the "natural waters" they flow into.

5. A system of cleaning the streets is necessary to reduce the level of pollution during storm runoff periods at the beginning of a season. Other special steps may be necessary where storm waters are being polluted as a result of other factors.

6. A regular inspection and maintenance program to ensure that drop inlets, drainage pipes and channels must be regularly cleaned to prevent their becoming blocked by vegetation, rocks, timbers or other debris that flow into them during storms. Inspections must also ensure they have not been damaged by the severe flows that periodically result from particularly violent storms.

7. A means of identifying potential flooding areas in particularly severe storms, or where trunk lines and channels become blocked, and a means of warning residents and firms in these areas of potential or incipient danger.

The Specific Plan addresses the capital improvements associated with elements 1, 2, and 3. These are identified in Table 6.1. Although some of the storm drainage system within the specific plan area may be in need of upgrading due to inadequate capacity and pipes of questionable structural integrity, this upgrading of the existing system can be accomplished through developer participation as the individual areas are built out. Cost of these improvements cannot be determined at this time.

## Water Service Improvements

A city water service system has six major elements:

## LEGEND

### LIKELY BUILDOUT WITH COMMERCIAL EMPHASIS

| Area No. | Total Area (Acres) | Residential Area (Acres) | Commercial Area (Acres) | 3 Yr. Peak Flow (C.F.S.) |
|---|---|---|---|---|
| 1 | 40.25 | 30.25 | 10.0 | 20 |
| 2 | 80.5 | 60.5 | 20.0 | 45 |
| 3 | 90.5 | 60.5 | 30.0 | 50 |
| 4 | 142.1 | 112.1 | 30.0 | 70 |
| 5 | 180.6 | 124.6 | 56.0 | 85 |
| 6 | 219.1 | 137.1 | 82.0 | 95 |
| 7 | 291.6 | 149.6 | 142.0 | 125 |

### LIKELY BUILDOUT WITH RESIDENTIAL EMPHASIS

| Area No. | Total Area (Acres) | Residential Area (Acres) | Commercial Area (Acres) | 3 Yr. Peak Flow (C.F.S.) |
|---|---|---|---|---|
| 1 | 40.25 | 30.25 | 10.0 | 20 |
| 2 | 80.5 | 80.5 | 20.0 | 45 |
| 3 | 90.5 | 60.5 | 30.0 | 50 |
| 4 | 142.1 | 112.1 | 30.0 | 70 |
| 5 | 180.6 | 137.6 | 43.0 | 85 |
| 6 | 219.1 | 163.1 | 56.0 | 95 |
| 7 | 291.6 | 222.6 | 69.0 | 120 |

TABLE 6.1
STORM DRAINAGE IMPROVEMENTS

| | Description | Cost | Source of Funds |
|---|---|---|---|
| 1. | 18" Drain Line: "C" Street from Boyd to west end of Gauche Park | $ 45,000 | Redevelopment |
| 2. | 24" Drain Line: "B" Street from 2nd Street to west of Courthouse | $ 84,000 | Redevelopment |
| 3. | 24" Drain Line: Boyd Street to court house | $ 95,000 | Redevelopment |
| 4. | 3' X 8' Box Culvert: "C" Street to Franklin Avenue/Gilsizer Slough | $410,000 | Redevelopment |
| 5. | Detention basin between "B" Street and Franklin, approximately 1 acre in size | $250,000 | Redevelopment |
| | TOTAL | $884,000 | |

1. A source or sources of supply. May be from either underground (wells) or surface (river) sources. Storage tanks are used to provide adequate pressure and to insure an adequate supply for emergencies or when maintenance on a well is required.

2. A means of testing the purity of the water and treating it as necessary to assure its potability.

3. Water mains to interconnect the sources of supply and the storage tank, and to connect them with the local distribution systems enabling the local distribution networks to draw from alternative sources when necessary.

4. Local lines to distribute the water to individual customers, and meters to measure the amount of water used by them. These lines must be sufficiently large to provide for fire flows. It is important that these local lines provide "loop" circulation to provide continuous flow.

5. A system of hydrants to be used by the Fire Department.

6. A management, operating and maintenance group.

Table 6.2 addresses the capital improvements associated with elements 3 and 4. Determining further costs for fire suppression will be determined as the project area develops and individual developers submit development plans for approval with the fire district. This is a normal cost applied to each development.

## Sanitary Sewer Improvements

A city sanitary sewer system has five major elements:

1. A system of local collection lines to transmit the effluent from houses, stores, offices, industries and community facilities to the trunk lines and/or a treatment plant.

2. A system of trunk lines (both gravity and pressure) and pumping plants to transmit the aggregated affluent from the different sections of the city to a treatment facility.

3. A treatment plant to process the effluent so that the treated liquid

## LEGEND

### LIKELY BUILDOUT WITH COMMERCIAL EMPHASIS

| Area No. | Total Area (Acres) | Workplace Area (1000 s.f.) | Residential D.U.'s | Avg. Flow (M.G.D.) | Peak Flow (M.G.D.) |
|---|---|---|---|---|---|
| 1 | 30.0 | 1000 | 0 | 0.10 | 0.291 |
| 2 | 39.0 | 1024 | 0 | 0.13 | 0.378 |
| 3 | 34.0 | 1015 | 0 | 0.11 | 0.330 |
| 4 | 60.5 | 0 | 1285 | 0.321 | 0.964 |
| 5 | 39.1 | 0 | 1660 | 0.415 | 1.245 |
| 6 | 50.0 | 0 | 120 | 0.030 | 0.090 |
| 7 | 39.0 | 1223 | 0 | 0.13 | 0.378 |
| Total | 291.6 | 3262 | 3065 | 1.02* | 3.06* |

* Total peak flows of entire area are approximately 20% less than sum of peak flows of individual areas.

### LIKELY BUILDOUT WITH RESIDENTIAL EMPHASIS

| Area No. | Total Area (Acres) | Workplace Area (1000 s.f.) | Residential D.U.'s | Avg. Flow (M.G.D.) | Peak Flow (M.G.D.) |
|---|---|---|---|---|---|
| 1 | 30.0 | 1000 | 0 | 0.10 | 0.291 |
| 2 | 39.0 | 1024 | 0 | 0.13 | 0.378 |
| 3 | 34.0 | 0 | 1295 | 0.324 | 0.971 |
| 4 | 60.5 | 0 | 1285 | 0.321 | 0.964 |
| 5 | 39.1 | 0 | 1660 | 0.415 | 1.245 |
| 6 | 50.0 | 0 | 120 | 0.030 | 0.090 |
| 7 | 39.0 | 0 | 1560 | 0.390 | 1.170 |
| Total | 291.6 | 1024 | 5920 | 1.42* | 4.26* |

* Total peak flows of entire area are approximately 20% less than sum of peak flows of individual areas.

SANITARY SEWER

# BUILDOUT ANALYSIS

TABLE 6.2
WATER SERVICE IMPROVEMENTS

| | Description | Cost | Source of Funds |
|---|---|---|---|
| 1. | 10-inch line: "C" Street from 2nd to Emerson; 10 inch line: McRae Way to South of "C"; 12-inch line; Boyd to "C" to Bridge Streets | $257,000 | Redevelopment |
| 2. | 10-inch line: Aylor and Sutter from Shasta to Teegarden | 167,000 | Redevelopment |
| 3. | Realignment of 16-inch transmission main: "A" Street from Plumas to Shasta | 75,000 | Developer Fees |
| 4. | Upgrade 6-inch line to 10-inch main: "B" Street from Percy to 2nd Street* | 205,000 | Individual Developer Cost |
| 5. | Upgrade 6 inch line to 10 inch main: Bridge Street from Plumas to Shasta* | 33,000 | Individual Developer Cost |
| | TOTAL | $737,000 | |

* Level of need subject to further study

portion may be returned to the environment. The solid wastes must also be disposed of either as a commercial product or to a "dump site."

4. A means of testing the treatment plant's products to ensure that they comply with environmental regulations.
5. A management, operating and maintenance group.

Table 6.3 addresses the capital improvements associated with elements 1 and 2. Improvements to the existing system may be needed to reduce infiltration/exfiltration and increase structural integrity. This upgrading of the existing system should be accomplished through developer participation as the individual areas are built out.

## SOLID WASTE MANAGEMENT POLICIES

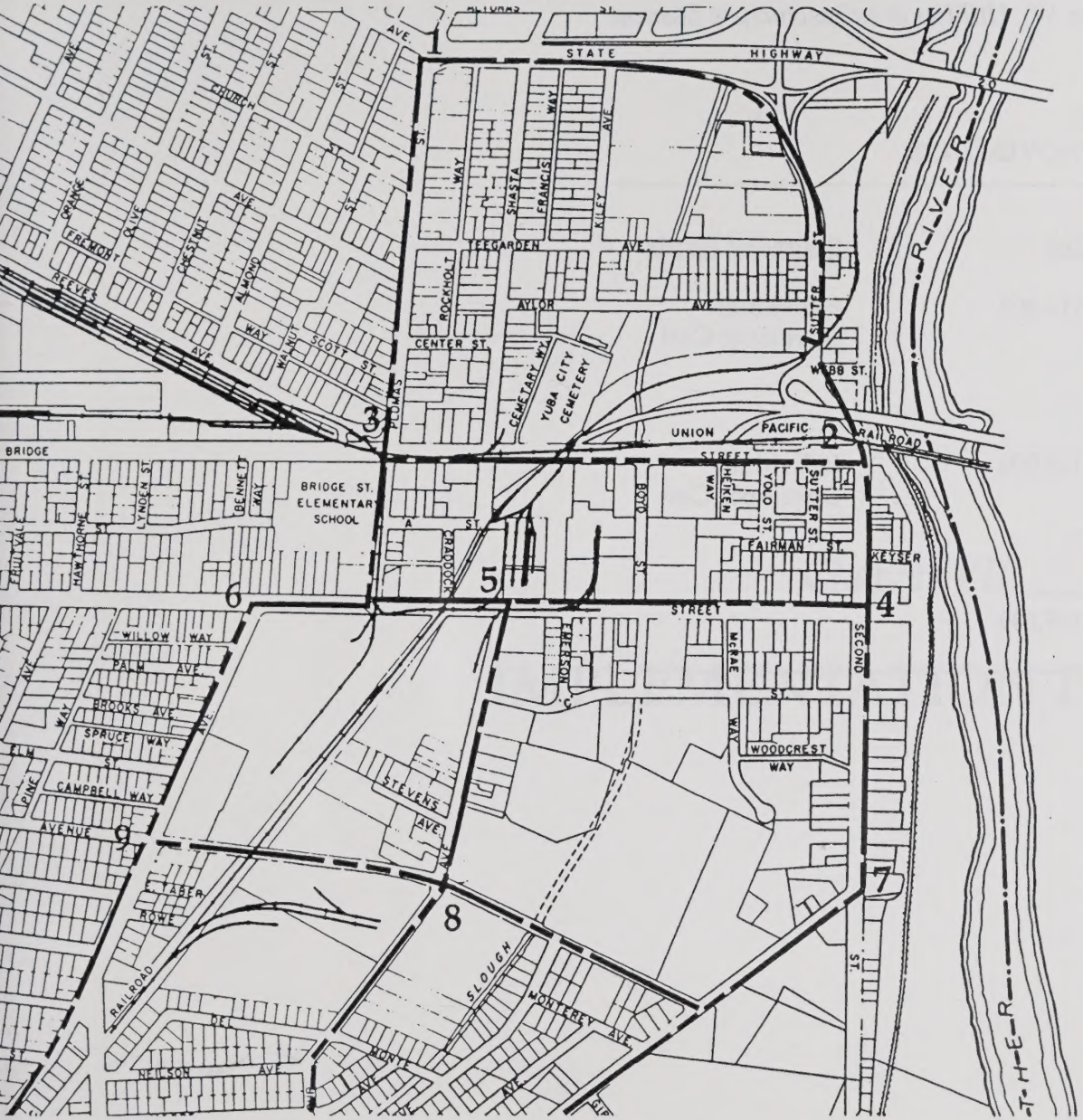
The Objective is to have adequate safe disposal of solid wastes in the plan area.

Solid waste collection in the vicinity is provided by Yuba-Sutter Disposal, Inc. (YSDI) which is the sole collector of residential and commercial refuse in the bi-county area. Disposal occurs at the landfill located in the northeast corner of Marysville in Yuba County. The 124-acre facility receives approximately 450 tons per day and has a projected life of 8-10 years.

The goal within the specific plan area is to ensure provision of an efficient program for the management and reduction of solid waste materials, including collection and disposal in order to protect public health and the natural environment, to conserve energy and natural resources, and to help extend landfill capacity.

Certain policies should be placed to help enforce the goals:

1. Ensure that all new buildings and facilities have proper provisions for solid waste storage, modern handling and collection pickup prior to issuance of building permits.
2. Aggressively pursue measures for recycling of materials.




## LEGEND

### LIKELY BUILDOUT WITH COMMERCIAL EMPHASIS

| Node No. | E.C.U. * | Gal/Day E.C.U. | Max G.M.P. Per Day |
|---|---|---|---|
| 1 | 257 | 600 | 214 |
| 2 | 514 | 600 | 428 |
| 3 | 498 | 600 | 415 |
| 4 | 36 | 600 | 30 |
| 5 | 498 | 600 | 415 |
| 6 | 104 | 600 | 87 |
| 7 | 192 | 600 | 160 |
| 8 | 396 | 600 | 330 |
| 9 | 240 | 600 | 200 |
| | | TOTAL | 2279 |

### LIKELY BUILDOUT WITH RESIDENTIAL EMPHASIS

| Node No. | E.C.U. * | Gal/Day E.C.U. | Max G.M.P. Per Day |
|---|---|---|---|
| 1 | 257 | 600 | 214 |
| 2 | 514 | 600 | 428 |
| 3 | 498 | 600 | 415 |
| 4 | 36 | 600 | 30 |
| 5 | 498 | 600 | 415 |
| 6 | 104 | 600 | 87 |
| 7 | 504 | 600 | 420 |
| 8 | 960.5 | 600 | 800 |
| 9 | 492.5 | 600 | 410 |
| | | TOTAL | 3220 |

* Equivalent Consumer Units

TABLE 6.3
SANITARY SEWER IMPROVEMENTS

| | Description | Cost | Source of Funds |
|---|---|---|---|
| 1. | Realignment of existing 12-inch and 24-inch sewer mains in Boyd Street from Bridge to "B" Streets | $114,000 | Individual Developer Cost |
| 2. | Realignment of 18-inch sewer main, Boyd Street from "B" Street to Franklin Avenue | $121,000 | Individual Developer Cost |
| | TOTAL | $235,000 | |

3. Cooperate with other agencies within the bi-county area to meet area-wide goals and objectives for waste reduction, recycling and with preparation and implementation of landfill expansion plans.

4. Require commercial and industrial uses that use hazardous materials to demonstrate proper transport, storage and disposal of such materials in accordance with all local, State and Federal regulations.

*Chapter VII.*

# IMPLEMENTATION ELEMENT

# IMPLEMENTATION ELEMENT

Implementing the Specific Plan will be a challenge, requiring perseverance, ingenuity, and coordination on a number of different fronts: regulatory policies, redevelopment actions, economic development and business recruitment strategies, and financing. This Element provides guidance for the City as it pursues its revitalization objectives.

## General Time Frame

General recommendations for policy changes, public improvements, and programs to implement a Revitalization Program for the Central City are listed below. Recommendations are organized to reflect a logical sequence of actions, proceeding from policy-level issues to specific improvement or program needs. Programs are listed in order of their general priority and/or feasibility. Two five-year time frames are presented. Longer term actions would need to be programmed as funding becomes available.

### First Five Years

1. **Evaluate Development Review Capacity and Make Necessary Adjustments.** Application of new development standards and design guidelines may require additional Staff time and/or levels of sophistication. Staff capacity needs to be evaluated accordingly. Code enforcement priorities may also need to be reevaluated in light of the need for a welcoming rather than strictly regulatory approach to new development.

2. **Design and Construct Public Improvements - Phase I.** Public improvements are where the City makes a visible economic commitment to the improvement of the Central City. The relationship of these improvements to the Revitalization Strategy is straightforward: It is anticipated that private sector investment in the form of building renovation and new development, will follow. With development and design policies in place, new investment can be shaped to fulfill the vision for the Central City.

   To focus funds, it is recommended that initial improvement efforts be as visible as possible. Establishing Plumas Boulevard, the Town Square, and the supporting street network should be the first priorities. Phase I should also include programming and building one or more of the following public facilities: the Community Center and Sports Complex, Library and/or Performing Arts Center, and site for a Baseball Park.

3. **Establish a Design Assistance Program for Storefront Commercial Areas.** Application of guidelines for facade renovations and other building improvements may require professional assistance. The Redevelopment Agency should establish a program that funds part of the costs for renovation efforts.

4. **Establish a Marketing Strategy.** Three approaches are recommended:

   a) *Coordinate business promotion for Storefront Commercial Areas* - This could include a coordinated advertising approach or locally-oriented public events. The City should assist merchants by allowing sidewalk events and other atypical activities that are part of a more aggressive retailing approach.

   b) *Promote the Central City to outside investors* - This should include formal presentations by City officials and staff to members of the development and business community, but should also include informal networking by members of the Chamber of Commerce and others interested in revitalization of the area.

      Brochures and other graphic materials that can be handed to interested parties are especially important. They should reflect the City's new approach to the area. Where possible, images from new renovation, design and development projects should be used.

   c) *Package and/or promote specific Workplace development sites* - As opportunities arise, the City should assist in packaging development in key locations, like the Del Monte Site. At a minimum, the City should apply a streamlined development

review process, if development standards and design guidelines of the Specific Plan are followed. The point of the effort is to encourage additional investment, and it should include targeting specific developers who specialize in a high quality product.

5. **Establish a Storefront Commercial Area Business Recruitment Program.** Two kinds of established businesses could be attracted to fill vacancies: existing businesses in less desirable locations within the community that could be interested in relocating, and successful existing businesses within the community or in other communities that could be recruited to open another operation.

   The City should recruit "catalyst" businesses through aggressive promotion and should consider financial assistance. Low interest loans could be used as an inducement to help with relocation expenses, start-up lease, or renovation costs. Land writedowns could help attract the first, "icebreaking" new development projects.

### Second Five Years

1. **Evaluate the Revitalization Program To Date.** Depending upon the results of efforts undertaken in the first five years, policies and programs may need to be strengthened, changed, or eliminated. An example would be the consideration of optional land use and development policies for designated Action Areas within the Central City Planning Area.

2. **Expand a Publicity and Special Events Program.** As change occurs, publicity efforts should expand in scope beyond the local community to showcase progress and improvements made to date. This could include professional symposiums and tours by business and development associations.

3. **Public Improvements - Phase II.** These improvements would include Fujishiro Gardens and Riverfront District amenities. They would also include traffic and other impact-generated improvements, and design improvements throughout the remainder of the Planning Area.

4. **Evaluate Additional Public Facilities.** If funding the Sports Complex, Library, Theater, or Baseball Park is not feasible in the first five to ten years, alternative uses for these sites consistent with the basic intent of the Specific Plan should be considered. The Library site, for example, could be reprogrammed for *Workplace* development.

## Construction And Program Costs Summary

This section outlines capital improvements and programs recommended to support the goals of the Specific Plan and Revitalization Strategy. The Phase I time horizon extends through the 1995/96 fiscal year; Phase II addresses 1996 to 2001 and thereafter throughout the 20-year time horizon of the Specific Plan. Phase I improvements are needed to promote revitalization. They are also needed to enable development, for example, extending roadways through the Del Monte Site to define buildable parcels. Phase II improvements, including traffic signals, utility improvements, and other impact-related measures, are needed to accommodate development as it occurs, and to complete the design aspects of the revitalization strategy. More specific schedules for these improvements will be established as part of the City's Capital Improvements Program (CIP) process.

Estimated construction and program costs associated with the Plan over its 20-year time frame total approximately $30M, as indicated by Table 7.1, "Construction and Program Costs". A number of revenue sources will need to be relied upon, as indicated by the table and discussed in the following section. Since the Central City planning area is located within the boundaries of the Yuba City Redevelopment Project, it is anticipated that the principal source of funds will be tax increment bonds issued by the Yuba City Redevelopment Agency. Over its 40-year life span, the Redevelopment District is anticipated to generate a *cumulative* total of approximately $215M in tax increment revenues.

By Year 20, the *annual* tax increment available for bonding will be approximately $5M. This annual increment would be enough to support bonds totalling approximately $50M, more than the costs estimated to support the

# Table 7.1: Construction and Program Costs
## (1991 Dollars)

**PHASE I***

| Circulation Improvements | Cost (000) | Revenue Source[1] |
|---|---|---|
| · Plumas Boulevard Extension from "B" to Franklin - A | 755 | R, GT, DF |
| · "C" Street Extension from Wilbur to Percy - A | 400 | R, GT, DF |
| · Plumas Boulevard Extension from Franklin to Percy - B | 630 | R, GT, DF |
| · Town Square Peripheral Streets - A | 460 | R |
| **Design Improvements** | | |
| · Town Square Complete - A | 1,500 | R |
| · Downtown/Plumas Street Improvement Project - B (Trees, Lights, Flagpole Monument) | 1,250 | R |
| · Plumas Street Improvements from Bridge to "B" - A | 425 | R, GT |
| · Plumas Boulevard Promenade - A | 1,550 | R |
| **Public Facilities** | | |
| · Community Center - A | 5,700 | R, DF |
| · Sports Complex - A | 4,050 | R, DF |
| **Programs** | | |
| · Storefront Commercial Design Assistance Program - B | 100 | R |
| · Business Recruitment Efforts - A | n/a | R |
| · Plumas/Teegarden Neighborhood Maintenance & Improvements - B | 100 | R |
| **Phase IA Total** | 14,840 | |
| **Phase IB Total** | 2,080 | |
| **Total Phase I** | 16,920 | |

* Phase I has been broken into two sub-phases, A and B, to clarify near term funding priorities.

**PHASE II**

| Circulation Improvements | Cost (000) | Revenue Source[1] |
|---|---|---|
| · Intersection - Plumas/Colusa | 970 | R, GT, DF |
| · Intersection - Sutter/SR 20 Eastbound Ramps, exclusive left turn lane | 230 | R, GT, DF |
| · Intersection - Plumas/Bridge exclusive right turn lane | 160 | R, GT, DF |
| · Signal - Garden Highway and Franklin Avenue | 150 | R, GT, DF |
| · Signal - Percy Avenue and B Street | 150 | R, GT, DF |
| · Signal - Percy and Franklin Avenues | 150 | R, GT, DF |
| · Signal - Plumas Street and Franklin Avenue | 150 | R, GT, DF |
| · Signal - Sutter Street and SR 20 Eastbound Ramps | 150 | R, GT, DF |
| · Franklin Circle | 350 | R, GT, DF |
| **Design Improvements** | | |
| · Fujishiro Gardens | 900 | R |
| · Street Trees and Landscaping for Franklin, Wilbur and "B" | 920 | R, GT |
| · Riverfront District - Levee Stairs/Pavilions | 280 | R |
| · Downtown/Plumas Street Improvement Project (Midtown Plaza, Tower Park) | 530 | R |
| · Riverfront District - Second Street Improvements (Trees, Lights, Angle Parking) | 60 | R |
| · Percy Avenue Improvements (Median, Street Trees) | 700 | R, GT, DF |
| · Street Trees and Landscaping for Teegarden Avenue | 70 | R |
| **Public Facilities** | | |
| · Library/Arts Center | 4,830 | R, DF |
| **Utilities** | | |
| · Drainage - "C" from Boyd to Gauche | 45 | R |
| · Drainage - "B" from Second to W. Courthouse | 84 | R |
| · Drainage - Boyd to Courthouse | 95 | R |
| · Drainage - "C" to Franklin/ Gilsizer Slough | 410 | R |
| · Drainage - Retention Basin "B" to Franklin/Gilsizer | 250 | DF |
| · Water - Lines along "C" from Second to Emerson; McRae to south of "C"; Boyd from "C" to Bridge | 260 | R |
| · Water - Line along Aylor from Sutter to Shasta | 170 | R |
| · Water - Realign main "A" Street from Plumas to Teegarden | 75 | DF |
| · Water - Upgrade line "B" Street from Percy to Second | 205 | DC |
| · Water - Upgrade line Bridge Street from Plumas to Shasta | 30 | DC |
| · Sewer - Realign mains along Boyd from "B" to "C" and from "C" to Franklin | 114 | DF |
| · Sewer - Realign mains along Boyd from "B" to "C" and from "C" to Franklin | 121 | DF |
| **Programs** | | |
| · Design Assistance Program | 100 | R |
| · Business Recruitment Efforts | n/a | R |
| · Plumas/Teegarden Neighborhood Maintenance & Improvements | 100 | R |
| **Phase II Total** | 12,574 | |

| | |
|---|---|
| **TOTAL** | 29,494 |
| [1] SUBTOTALS: | |
| · Redevelopment Only (R) | 8,064 |
| · Combined Redevelopment and Other Sources: Gas Tax (GT) and Development Fees (DF) | 20,635 |
| · Development Fees Only (DF) | 560 |
| · Developer Costs (DC); not included in totals | 235 |

Specific Plan over its 20-year time horizon. However, the timing of improvements and programs is the key factor. For example, the Costs Summary table indicates that Phase IA costs needed to boost the initial revitalization effort total approximately $15M. The available tax increment generated in the corresponding 1996/1997 year is estimated at approximately $1.5M, yielding a matching bonding capacity of approximately $15M. (See Table 7.1, "Construction and Program Costs.")

Costs noted with an asterisk are not included in the totals. It is assumed that they will be paid for by individual developers as development costs. Costs for land acquisition are also not included.

Optional financing sources are identified for each estimated cost. They include:

1) **Redevelopment/Tax Increment Financing** - Within the boundaries of an established Redevelopment Project area, property tax increments that accrue after a "base year" amount is established may be allocated to the Redevelopment Agency for the purposes of promoting investment in the Redevelopment Project area. This includes bonding for capital improvement projects as well as administrative and other costs.

2) **General Fund/Program Grants** - Home improvement assistance, infill street trees, traffic control improvements (if needed) and other basic neighborhood improvements for the Riverfront and Plumas/Teegarden residential areas could be financed from the General Fund, Community Development Block Grant (CDBG) funds, or a portion of the City's share of State Gas Tax revenues.

3) **Special Assessment Districts** - Land owners could be required to participate in an assessment district to fund construction and maintenance of special "Central City-specific" improvements that have a direct beneficial value to adjacent private properties. Examples include utilities and traffic improvements, the Promenade, Franklin Circle, and the Town Square.

4) **Land Sales** - Sale of city-owned properties within the Central City are another potential source of funds, provided sales revenues exceed initial costs.

5) **Development Fees** - Development within and adjacent to the Central City is required to pay for the additional demand for City facilities and services that it generates. It may be determined, for example, that fees for traffic improvements, parks, and recreation and open space facilities generated by new development could be used toward development of the Promenade, Town Square, and Community Center & Sports Complex.

6) **Mello-Roos Districts** - California's Mello-Roos Community Facilities Act of 1982 has been embraced by public agencies and developers alike as a flexible and versatile method of financing public facilities and certain public services. In particular, it enables infrastructure installation to precede development. One of its main advantages over assessment district programs is that it facilitates installation of a broader spectrum of public facilities.

## Legal And Regulatory Framework

The Specific Plan is a bridge between the broad land use and development policies of the General Plan and the regulating ordinances of the Zoning Code. It must be integrated with these two documents to have the legal authority it requires to promote beneficial change in the Central City. Once this is accomplished, future public and private sector actions within the Central City Planning Area must comply with the Specific Plan's goals, objectives, policies, and regulatory standards.

Illustrative plans and building prototypes contained in the Plan also help to guide development and development review. Development proposals may vary from these illustrations, however they must be consistent with their basic intent to meet State requirements pertaining to Specific Plans.

### General Plan Consistency

This Specific Plan, with its vision statement, strategies, goals, objectives, and development standards and guidelines, is the foundation for the regulations and requirements necessary to carry out the Central City Revitalization Program.

It is also a legal document intended to execute and implement city General Plan policies. The requirements are set forth in California Code, Sections 65450 through 65457:

> "The Specific Plan shall include a text and a diagram or diagrams specifying all of the following: (1) distribution, location and extent of the uses of land including open space within the area covered by the Plan; (2) proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the Plan and needed to support the land uses described in the Plan; (3) standards and criteria by which development will proceed, and standards for the conservation, development and utilization of natural resources where applicable; and, (4) a program of implementation measures including regulations, programs, public works projects and finance measures necessary to carry out items 1,2, and 3."

The Central City Specific Plan meets these requirements. Its detailed policies for location of land uses, development intensities, public facilities, streets, roads, and transportation facilities must be incorporated into the Yuba City Urban Area General Plan, in effect refining its existing policies.

Adoption of the Specific Plan will require amendments to the existing General Plan in a number of areas in order to maintain consistency between the two; i.e. Specific Plans implement, rather than supersede, General Plans. The most significant policy areas are:

*Land Use*

- *Area Bounded by the Levee, Bridge Street, Teegarden Street, Francis Way, and Gilsizer Slough:* Low Density Residential, Medium Density Residential, Community Commercial, and Light Industrial designations should be changed to High Density Residential (12 - 45 du/ac).

- *Area South of Bridge Street, North of "B", East of Plumas:* Community Commercial designations should be changed to Light Industrial.

- *Del Monte Site, Fairgrounds, and Adjacent Parcels:* Industrial, Light Industrial, and Medium Density Residential designations should be changed to Institutional/ Professional with an option for High Density Residential.

*Streets and Highways*

- *Second Street:* In order to preserve the historic character of the Riverfront District, Second Street should be designated as a 2-Lane Arterial rather than a 4-Lane Arterial between Bridge Street and Garden Highway.

- *Plumas Street Extension:* Change from 2-Lane Arterial to 4-Lane Arterial designation.

- *All Other Policies:* Specific Plan is consistent with the General Plan.

*Housing*

- *Specific Plan is Consistent:* The Specific Plan supports policies to provide housing availability and affordability through redesignation of Central City areas for Multi-Unit Residential development.

*Parks and Recreation*

- *Fairgrounds and Gauche Park:* The "Future Community Park" designation should be changed to "Future Neighborhood Park or Mini-Park".

- *"Scenic Highways and Corridors":* Policies for Second, "B", "C", and Plumas Streets are consistent with the Specific Plan.

- *Neighborhood Mini Parks Designation :* This designation should be added to the General Plan, as defined in the Specific Plan's Standards and Guidelines for Residential Planning Areas.

## Zoning Code Consistency

The Specific Plan's detailed development standards and design guidelines should be incorporated within the Zoning Code. Existing zoning districts in the Plan Area should be repealed and the Zoning Code and Zoning Map amended to contain a "Central City Specific Plan" (CCSP) designation, wherein the standards and guidelines of the Specific Plan apply. Other sections of the Zoning

Code would remain in effect for the Specific Plan area.

The Specific Plan differs substantially from existing Zoning Districts in four areas:

- The Specific Plan designates the area east of Plumas Street for *Residential*; the Zoning Code designates it for Light Industrial.

- The Specific Plan designates the Del Monte Site and adjacent areas for *Workplace* (Institutional-Professional); the Zoning Code designates it for Industrial and Light Industrial.

- The Specific Plan designates the Fairgrounds for *Workplace* or *Residential*; the Zoning Code designates it for *Residential* only.

- The Specific Plan designates the Yuba City Cemetery and the Riverfront District as non-regulatory *Preservation* Areas. To facilitate building preservation, existing R-3 zoning designations along B and C Streets between Second and McRae Streets should be changed to R-1, and design guidelines for *Residential* areas shall apply.

The Zoning Code is currently inconsistent with the General Plan in a number of areas; for example, the General Plan designates the area east of Plumas for a variety of different uses, none of them industrial; it designates the Fairgrounds for Public Open Space. The Specific Plan eliminates these inconsistencies.

In addition to the zoning changes described above, the City's nonconforming use ordinance is modified within the boundaries of this specific plan to accommodate viable existing businesses and residences until such time as market-driven land use changes occur. The following two provisions apply to nonconforming uses within the Specific Plan Area: 1) replacement of old or damaged nonconforming structures shall be allowed; 2) building and/or use expansion is allowed within the contiguous ownership boundaries that existed at the time of Specific Plan adoption, provided such expansions reflect the Specific Plan's development standards and design guidelines. Other provisions of the nonconforming ordinance still apply.

## Redevelopment Plan Consistency

Most of the capital improvements and business development programs established in the Specific Plan were also proposed as part of the Yuba City Redevelopment Project (1989). The Specific Plan adds another level of refinement to the Redevelopment Plan, as it does to the General Plan.

With respect to improvements, for example: the Redevelopment Plan proposed an extension of Plumas Street south along the former Southern Pacific Railroad line through the Del Monte Site; the Specific Plan requires that this road be developed as a boulevard street with center median. The Redevelopment Plan proposed improving a signalized intersection at Franklin Avenue and Wilbur Avenue; the Specific Plan establishes "Franklin Circle".

However, the Redevelopment Plan will need to be amended to reflect the Specific Plan's land use designations. This will ensure internal consistency on land use designations between the Redevelopment Plan, Specific Plan and General Plan. In addition, the Redevelopment Plan's tax increment projections may need to be revised to reflect the higher value development promoted by the Specific Plan; i.e. office and residential development typically have higher property values than industrial development. The Redevelopment Plan's current projections are likely to be lower than they would be if based on the development proposed in the Specific Plan Area.

## Plan Adoption

Once environmental documentation for the Specific Plan is completed, the General Plan will need to be amended by the City Council as noted previously to ensure that the Specific Plan is consistent with it.

## Plan Review and Changes to Action Area Objectives and Policies

The City shall hold a public hearing(s) at least once a year to review the Specific Plan and Revitalization Strategy's goals, objectives, policies, standards and guidelines. Amendments should be considered at this time. The Specific Plan gives the City the flexibility to change objectives for some of the Action Areas, provided the overall goals of the Plan are respected. This allows the City to respond to changes in the overall development climate as needed to promote Central City revitalization.

If investment interest in an Action Area is *consistently* or *substantially* in the form of the secondary, or "fallback", development type identified rather than the preferred development type, Planning and Agency staff shall recommend to the Planning Commission and City Council that the primary Planning Area designation be changed as a General Plan Amendment. If the change is approved by the Council, the Plan's policies and regulations for the secondary development type shall apply to the Area.

An example of *consistent* interest would be as follows: If over a period of years, no interest in *Residential* development is exhibited for parcels in Area 5, "Residential Infill Zone". Simultaneously, development of *Workplace* uses in adjacent Action Areas is proceeding in a strong and consistent fashion. Redesignation of Area 5 for *Workplace* development could be justified.

An example of *substantial* interest would be as follows: In Area 7, "Fairgrounds and Gauche Park", the Fairgrounds property is sold contingent upon its development for *Residential* instead of *Workplace* use. As part of the development application there was ample evidence to indicate that development of the site would occur in the near term; i.e. that the application was not speculative in nature. Redesignation of Area 7 for *Residential* development could be justified.

## Development Review

All development proposed within the boundaries of the Specific Plan's "Planning Areas" shall be reviewed in accordance with the Plan's goals, objectives, policies, standards and guidelines within the framework of the City's existing Planned Development (PD) process. Special conditions of approval, such as "Jogging/Walking/Biking Path" easements and improvements in *Workplace* areas, shall also be addressed as part of the PD review process.

Development applications shall be subject to either (1) City staff review for conformance with the requirements of this Plan and other relevant ordinances, or (2) for projects required to obtain a use permit or variance, review and a decision by the Planning Commission.

Nonconforming uses within the Specific Plan Area shall be allowed to be replaced or expanded in accordance with the modifications to the nonconforming use ordinance described under "Zoning Code Consistency".

*Chapter VIII.*

# DEVELOPMENT STANDARDS & DESIGN GUIDELINES

## LEGEND

- Residential (12 - 45 du/acre)
- Storefront Commercial
- Workplace (1:1 FAR)
- Preservation
- Light Industrial

CENTRAL CITY

# LAND USE PLANNING AREAS

# DEVELOPMENT STANDARDS & DESIGN GUIDELINES

*Development Standards* address those aspects that are essential to achieve the goals of the Specific Plan. They are specifications for building design and site development such as height, setbacks, and permitted uses.

*Design Guidelines*, on the other hand, are discretionary. They provide guidance for new development in terms of more subjective considerations, such as district character or design details. They also serve as criteria for design review by City staff. No particular architectural style is prescribed.

*Illustrative Building Prototypes* and other graphics illustrate application of the Standards and Guidelines. Standards and Guidelines begin on the following pages:


- *Storefront Commercial Areas* - Page 89
- *Workplace Areas* - Page 104
- *Light Industrial Areas* - Page 114
- *Residential Areas* - Page 119
- *Site Improvements, Furnishings and Landscaping* - Page 134
- *Signs* - Page 139
- *Lighting* - Page 144


## STOREFRONT COMMERCIAL AREAS

*Description.* Standards and guidelines for *Storefront Commercial Areas* promote buildings and renovations that strengthen the existing "Main Street" character of these areas and enhance a pedestrian-oriented specialty and convenience-retail market niche. Among other things, they require buildings to help shape the street as a pedestrian space, and they prohibit surface parking areas from disrupting the shopping frontage.

Buildings are encouraged to provide the kinds of well-crafted architectural details appropriate for the heart of the City, particularly where people are able to see and touch them. Aspects of attractive older buildings - materials, colors, proportions, window types, cornices, and overall composition - should be reflected. By strongly relating to what is best in these areas, new buildings will fit in while adding interest and variety.

### *DEVELOPMENT STANDARDS*

### I. LAND USE

A. PERMITTED GROUND LEVEL USES

1. **Retail** - all uses except drive-up or drive-in services.
2. **Eating and Drinking Establishments** - including those serving alcoholic beverages, provided this service is clearly ancillary to food service; drive-up or drive-in restaurants not permitted.
3. **Personal Services** - hair and nail salons, shoe repair, laundromats, dry cleaners, and similar businesses.
4. **Business Services** - those that are storefront businesses that generate foot traffic, such as photocopy shops, photofinishers, video rental & sales, travel agencies, appliance repair, print shops, insurance agencies, or real estate agencies.
5. **Business and Professional Offices** - including banks and financial institutions.
6. **Medical and Dental Offices.**
7. **Bars and Nightclubs** - including establishments providing entertainment or permitting dancing, and establishments serving alcoholic beverages not ancillary to food service.
8. **Other Business or Service Establishments** - if determined by City staff to be of the same general character as those uses listed herein and above.

B. PERMITTED UPPER LEVEL USES

1. **All Permitted Uses Listed Above.**

C. CONDITIONAL UPPER LEVEL USES

1. **Clubs and Lodges.**

2. **Residences** - at a maximum density of 30 units per acre.

3. **Other Business or Service Establishments** - if determined by the City to be of the same general character as listed herein and above.

## II. BUILDING HEIGHT AND SETBACKS

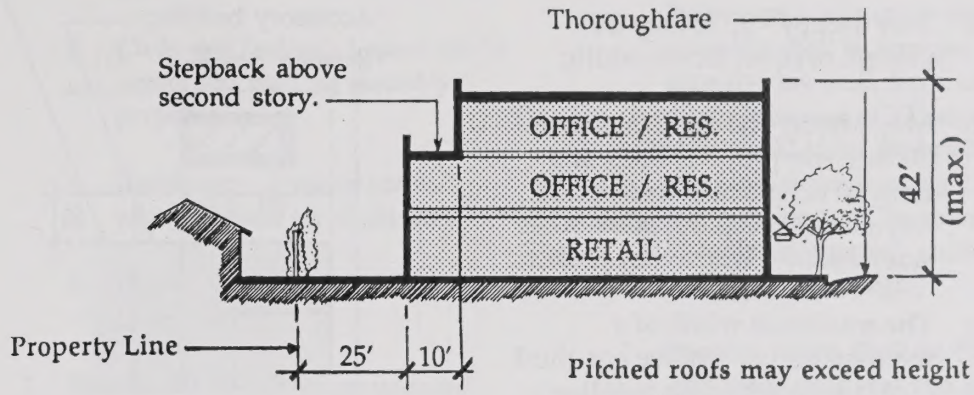
A. HEIGHT - as measured from sidewalk to top of cornice, parapet, or to eave line of peaked roof shall be as follows:

1. **Maximum Building Height** - three (3) floors and forty-two (42) feet. To encourage roof profile variation, sloping roofs may exceed the height limit by one (1) floor or ten (10) feet, for a maximum overall building height of four (4) floors and fifty two (52) feet.

2. **Minimum Building/Storefront Height** - to maintain a "main street" sense of spatial enclosure shall be twenty (20) feet.

3. **Accessory Buildings** - may be twelve (12) feet in height if set back twelve (12) feet or more from side and rear property lines; they shall be a maximum of eight (8) feet in height if located closer on abutting side or rear property lines.

## Building Height & Envelope




SECTION - HEIGHT & SETBACKS

B. FRONT SETBACKS - The first and second floors of all buildings shall be built-to and parallel with the front property line, with the following exceptions:

1. **Mid-Block Buildings** - between existing adjacent structures shall be no closer to the street than the adjacent building closest to the street, and no farther than the adjacent building farthest back from the street.

2. **Corner Buildings** - shall be built to both right-of-way lines in order to frame the intersection. Exceptions are:

a. The corner may be "cut back" - up to six feet to create a diagonal at the ground level and/or at upper levels.

b. At the Plumas/Colusa and Plumas/Bridge intersections - new construction shall contain diagonal corners the full height of the facade. The diagonal facade "cut back" shall be located at least six (6) feet but no more than twelve (12) feet back from the corner of the property, as measured along the side property lines.

3. **Special Architectural Features** - bay windows, turrets, decorative roofs, and miscellaneous entry features:

   a. **May occupy** - up to fifty (50) percent of street facade width;

   b. **May project** - no more than three (3) feet over property lines, and must be no less than twelve (12) feet above the highest point in the sidewalk over which they project;

   c. **The maximum width of a recessed entry** - shall be one-third (1/3) the length of the building's street frontage.

C. SIDE SETBACKS - New buildings may be built to both side property lines, and must be built to at least one side property line. Should a side of the building be set back from a side property line:

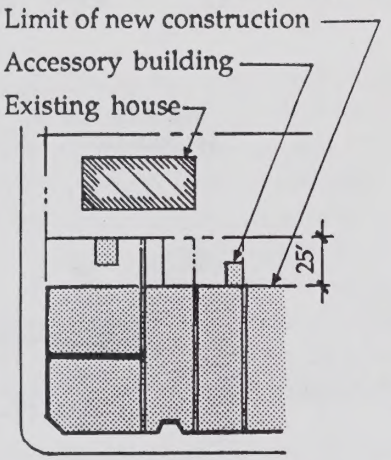
1. **Minimum** - at least four (4) feet shall be provided for an access passage.

2. **Street Exposure** - side setback areas must be screened from the street and sidewalk by a decorative gateway, fence, wall, or row of piers (See Design Guidelines).

3. **Adjacent to Designated Residential Areas** - side setbacks shall be a minimum of twenty-five (25) feet.

D. REAR SETBACKS - Shall be twenty-five (25) feet.

## Side and Rear Setbacks




*** Accessory buildings on corner lots shall be located at least 25' from side streets.**
*** Rear setbacks for new construction shall be at least 25'.**

1. **Adjacent to Designated Single Family Residential Areas** - This condition is characteristic of many lots along both Plumas Street and Second Street

   a. **First and second floors** - shall be set back a minimum of twenty-five (25) feet from the rear property line;

   b. **Third floors** - must be set back a minimum of thirty-five (35) feet from the rear property line;

   c. **Fourth floors** - must be set back a minimum of fifty (50) feet from the rear property line. They must be enclosed by a sloping roof in accordance with Secion II. A. 1.

2. **Adjacent to Designated Multi-Unit Housing Areas** - New buildings may be built to the same height as that permitted on the adjacent parcel if located twenty-five (25) feet from the property line.

## III. SITE DEVELOPMENT & PARKING

A. SITE ACCESS

1. **Direct Pedestrian Access** - shall be provided from the thoroughfare and/or side street to the main building entrance; i.e. pedestrian access to building entrances shall not be restricted to parking lots.

2. **Service Access** - from rear alleys or side streets shall be preserved and enhanced wherever possible. Trash and loading areas shall not be visible from the thoroughfare and shall be screened from view from side streets and from properties to the rear.

3. **Curb Cuts/Vehicular Access** - shall be minimized on Plumas Street and Second Street. Shared parking arrangements are encouraged to reduce the need for new curb cuts. Where curb cuts are necessary:

   a. **Location** - shall be on side streets where accessible;

b. **Minimum spacing** - along Plumas Street and Second Street shall be one per 100 feet of right-of-way frontage, or one per parcel;

c. **Maximum width** - shall be sixteen (16) feet for a one-way driveway and twenty-four (24) feet for a two-way driveway.

B. PARKING

1. **Minimum Requirements** - are listed below. Requirements for renovation, enlargements or use changes apply only to net new floor area and/or the incremental increase in parking demand that accompanies a higher intensity use.

a. *Retail, Personal Services and Business and Professional Offices:* 1 space per 333 square feet (3/1,000 s.f.).

b. *Eating and Drinking Establishments:* 1 space per 200 square feet (5/1,000 s.f.) if less than 1,500 s.f.; if greater than 1,500 s.f., 1 space per 50 square feet (20/1,000 s.f.) net floor area greater than 1,500 s.f.

c. *Business Services:* 1 space per 400 square feet (2.5/1,000 s.f.).

d. *Medical and Dental Offices:* 1 space per 200 square feet (5/1,000 s.f.).

e. *Bars with Live Entertainment and Nightclubs:* 1 space per 35 square feet used for seating and dancing.

f. *Clubs and Lodges:* 1 space per 50 square feet used for assembly purposes.

g. *Residences:* 2 spaces per unit, except 1 space per studio unit.

h. *Other Uses:* As per the Zoning Code.

2. **Shared Parking is Recommended** - to maximize efficiency and preserve land for commercial uses.

a. ***Lease arrangements for sharing parking*** - in existing parking lots are permitted; banks are an example of a type of business which has on-site parking lots that may be underutilized during evenings and weekends. Evaluation of the feasibility of such arrangements shall be made by the City.

b. ***An in-lieu fee*** - may be paid toward future development of public parking facilities.

3. **Handicapped Accessibility Standards** - Refer to *California State Accessibility Standards - Interpretive Manual*, latest edition.

C. SCREENING & LANDSCAPING

1. **The Perimeter of Parking Areas and Driveways** - adjacent to streets and sidewalks shall be screened with an attractive low wall, fence, or line of piers a minimum of 32" and a maximum of 48" in height; height maximum depends on sight distances, subject to City review. (See "Site Improvements" guidelines for wall and fence design.)

2. **Parking Areas Shall be Planted** - with shade trees at a ratio of one (1) tree for every three (3) spaces in an "orchard" planting arrangement. (See "Site Improvements".)

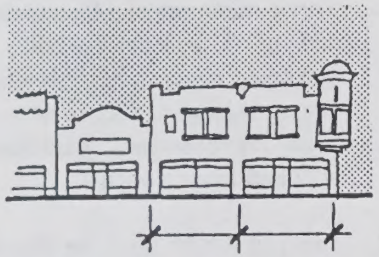
3. **Adjacent to Designated Residential Areas** - attractive screen fencing or walls shall be provided along the property line to screen buildings, service areas, and parking areas.

a. **A five (5) foot wide planting area** - shall be established on the commercial side of the fence or wall with deciduous trees at a minimum spacing of twenty (20) feet on center.

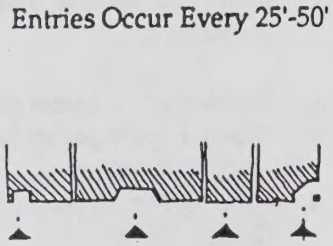
b. **Fences and walls not adjacent to streets or sidewalks** - shall be a maximum of six (6) feet in height.

4. **Trash and Service Equipment** - including satellite receiving dishes, shall be located away from streets and enclosed or screened by land-

## Facade Rhythm



WIDE STOREFRONT
WITH NARROW BAYS




ENTRIES

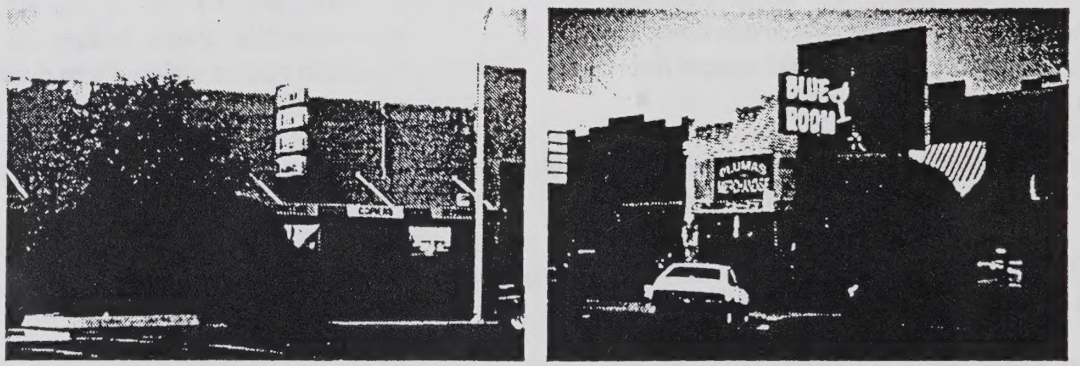
NARROW STOREFRONTS

scaping, fencing or other architectural means.

### *DESIGN GUIDELINES*

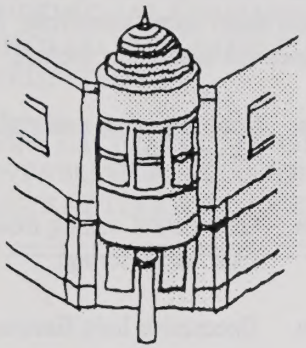
A. BUILDING INCREMENT - Storefronts and/or building bays should be approx mately twenty-five (25) feet in width. Buildings with a longer frontage should have a vertical architectural feature - column, pilaster, etc. - every twenty-five (25) feet.

B. SPECIAL ARCHITECTURAL FEATURES - such as gables, turrets, and tower elements, should be used to accent buildings at major street corners and other highly-visible locations. A cut into the building mass, such as a diagonal at a

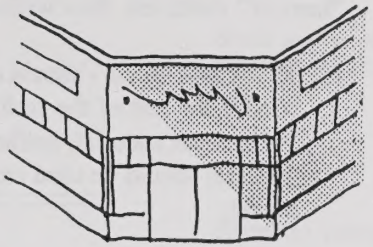



***Parapet roofs and narrow storefronts (right) create "facade rhythm" and more visual interest than blank undifferentiated wall surfaces (left). Traditional parapets should be restored where they have been covered; eg. the "Blue Room".***

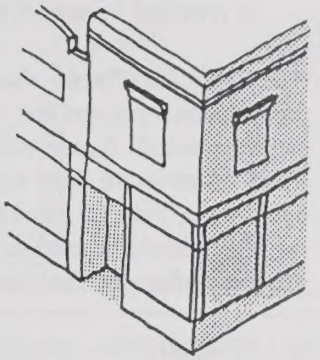
## Corner Treatments



CORNER TURRET



CUT CORNER



CORNER DISPLAY WINDOW

corner building, or a notch for a grand building entry, can also be effective.

C. BUILDING COMPOSITION - Every building should have a base, a clear pattern of openings and surface features, a recognizable entry, and an interesting roofline.

1. **Building Base** - This may be as simple as a thickening of the wall where the building touches the ground, or it may be a heavier or thicker treatment of the entire ground floor wall for a two or more story building facade (a slight setback of the upper floors also accomplishes this). The base may be of a different material and/or color than the wall surface of the rest of the building.

2. **Pattern of Features** - Windows, wall panels, pilasters, building bays, and storefronts should be based on a module derived from the building's structural bay spacing. Features based on this module should be carried across windowless walls to relieve blank, uninteresting surfaces.

3. **Building Entrances** - should be prominent and easy to identify.

a. **Spacing** - Entries to shops or lobbies should be spaced a maximum of fifty (50) feet apart along the Plumas Street and Second Street frontages.

b. **Main Building Entrances** - should be easily identifiable and distinguishable from storefronts:

(i) marked by a taller mass above, such as a tower, or within a volume that protrudes from the rest of building surface;

(ii) located in the center of the facade, as part of a symmetrical overall composition;

(iii) accented by architectural elements, such as columns, overhanging roofs, awnings,

ornamental light fixtures.

c. **Prominent corner entrances** - for shops or other active uses should be provided by corner buildings.

4. **Roofs and Rooflines** - should provide visual interest and complement the overall facade composition. Roofs of attractive older commercial buildings in Yuba City and neighboring cities should be used as an inspiration for new designs.

   a. **Parapet walls** - are recommended; they should have a distinct shape or profile, e.g. a gable, arc, raised center.

   b. **Accent elements** - such as flags, cut-out openings, grilles and latticework, ornamental medallions or building numbers are also recommended.

   c. **Mechanical equipment** - on rooftops should be screened, preferably behind a parapet roof. Latticework, louvered panels, and other treatments that are compatible with the building's architecture may also be appropriate.

D. STOREFRONTS - are like small buildings with their own base, "roofline", and pattern of window and door openings.

1. **Base** - a panel of tile or other special material is recommended below display windows. Materials recommended for walls (next section) are generally suitable. Base materials should be the same or visually "heavier" materials than walls.

   a. **Brick and wood** - should only be used if the rest of the wall surface is the same material; neither material should be used exclusively.

   b. **Ceramic tile** - is frequently used as a storefront base. Dark tile with light stucco is an effective combination. Different colors and sizes of tile may be used for decorative effect.

2. **Display Windows** - Large pane windows encompassing a minimum of 60% of the storefront surface area are recommended. Where privacy is desired for restaurants, professional services, etc., windows should be divided into smaller panes. Tinted windows may be used, but shall be light enough to allow visibility into buildings.

3. **Clerestory Windows** - are horizontal panels of glass between the storefront and the second floor. They are a traditional element of "main street" buildings, and are recommended for all new or renovated storefronts. Clerestory windows can be good locations for neon, painted-window, and other relatively non-obtrusive types of signs.

4. **Recessed Entries** - are recommended as another traditional element of the main street storefront. Recommended treatments include:

   a. Special paving materials such as ceramic tile;

   b. Ornamental ceiling treatments, such as coffering;

   c. Decorative light fixtures.

5. **Doors** - should be substantial and well-detailed. They are the one part of the storefront that patrons will invariably touch and feel. They should match the materials, design and character of the display window framing. "Narrowline" aluminum frame doors are not recommended.

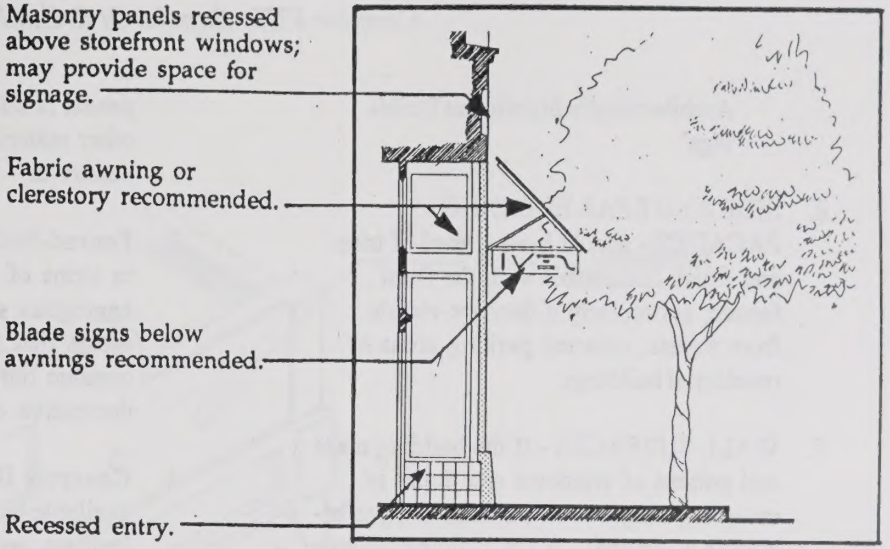
6. **Cornices** - should be provided at the second floor (or roofline for a one-story building) to differentiate the storefront from upper levels of the building to add visual interest, and to allow the storefront to function as the base for the rest of the building.

7. **New or Renovated Storefronts Within Historic Buildings** - should emulate or recreate a previous store front (from historic photos or drawings) in order to harmonize with the overall building architecture. Refer to the Appendix A List of "Historic or

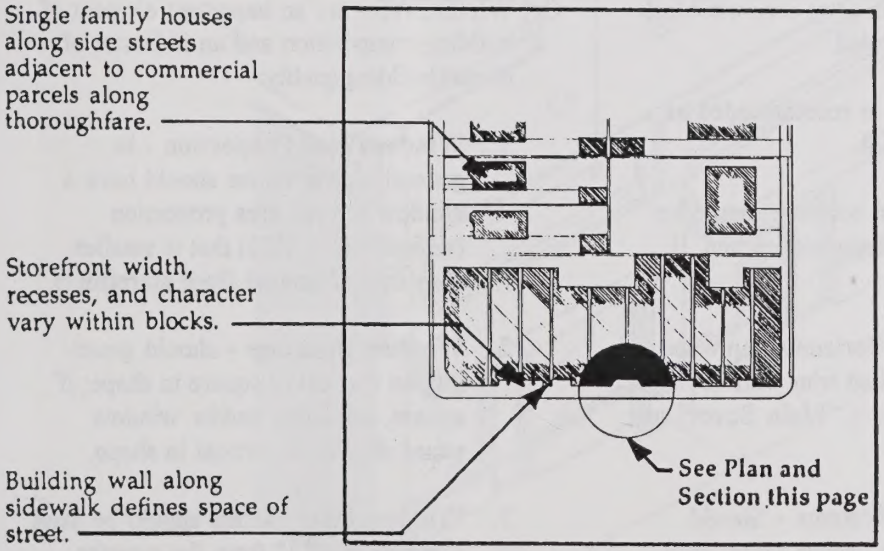
RENOVATIONS, ADDITIONS, AND NEW CONSTRUCTION SHOULD MAINTAIN AND ENHANCE THE STOREFRONT DISTRICT CHARACTER.

INDIVIDUAL COMMERCIAL STOREFRONTS SHOULD BE SCALED TO BE PEDESTRIAN ORIENTED.

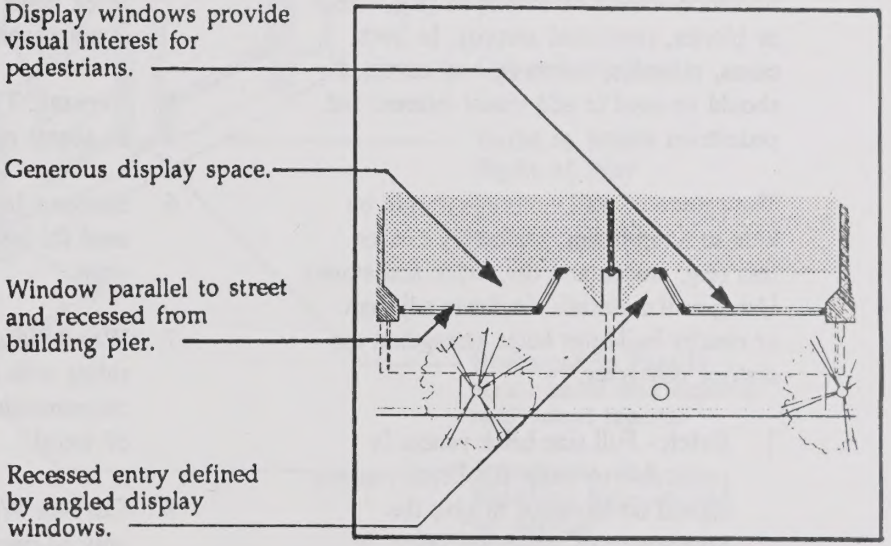
NEW FACADE COMPOSITIONS SHOULD ESTABLISH A RELATIONSHIP WITH ATTRACTIVE ADJACENT BUIDINGS.


Masonry panels recessed above storefront windows; may provide space for signage.
Fabric awning or clerestory recommended.
Blade signs below awnings recommended.
Recessed entry.

SECTION - PEDESTRIAN SPACE


Single family houses along side streets adjacent to commercial parcels along thoroughfare.
Storefront width, recesses, and character vary within blocks.
Building wall along sidewalk defines space of street.
See Plan and Section this page

TYPICAL BLOCK


Display windows provide visual interest for pedestrians.
Generous display space.
Window parallel to street and recessed from building pier.
Recessed entry defined by angled display windows.

PLAN - PEDESTRIAN SPACE

PROTOTYPE ILLUSTRATION

# STOREFRONT COMMERCIAL AREA

Architecturally Significant Buildings".

E. SIDE AND REAR BUILDING FACADES - should have a level of trim and finish compatible with the front facade, particularly if they are visible from streets, adjacent parking areas or residential buildings.

F. WALL SURFACES - If the building mass and pattern of windows and doors is complex, simple wall surfaces are preferable (e.g. stucco). If the building volume and the pattern of wall openings is simple, additional wall texture and articulation should be employed (e.g. bricks or blocks, rusticated stucco). In both cases, pilasters, columns, and cornices should be used to add visual interest and pedestrian scale.

The palette of wall materials should be kept to a minimum, preferably two or less (e.g. stucco and tile, brick and stone). Using wall materials similar to adjacent or nearby buildings helps strengthen the district character.

1. **Brick** - Full size brick veneer is preferable to brick tile. Brick veneers should be mortared to give the appearance of structural brick. If used, brick tile applications should use wrap-around corner and bullnose pieces to minimize a veneer appearance.

2. **Stone and Stone Veneers** - are appropriate as a special material for wall panels or sills in combination with other materials, such as brick or concrete.

3. **Poured-In-Place Concrete** - options in terms of formwork, pigments, and aggregates should be explored to create rich surfaces. Accents such as ceramic tile are recommended for decorative effect.

4. **Concrete Block** - Concrete block is available in various sizes, surface textures, and colors. Decorative treatments, such as alternating courses of differing heights, should be used. Stack bond, plain grey concrete block is not recommended.

5. **Ceramic Tile** - is recommended as an accent material.

6. **Stucco** - Integral coloring should be used for lower maintenance and wear.

7. **Wood Siding** - Horizontal lap wood siding with detailed trim work is recommended as a "Main Street" use of wood.

8. **Curtain Wall Systems** - Should only be used for limited areas, such as connections between buildings, entrance lobbies, etc.

9. **Note On Parapet and Cornice Cap Flashings**: Sheet metal parapet cap flashings should be painted to match wall or trim color. Select a thickness of 4 gage or more to avoid "oil canning" distortion in the metal.

10. **Not Recommended**:

    a. **Simulated finishes** - such as artificial stone.

    b. **Wood shingles and shakes** - Vertical board and batten, shingles, shakes, are not recommended; they have a rural/ residential character.

    c. **Plywood siding.**

G. WINDOWS - are an important element of building composition and an indicator of overall building quality:

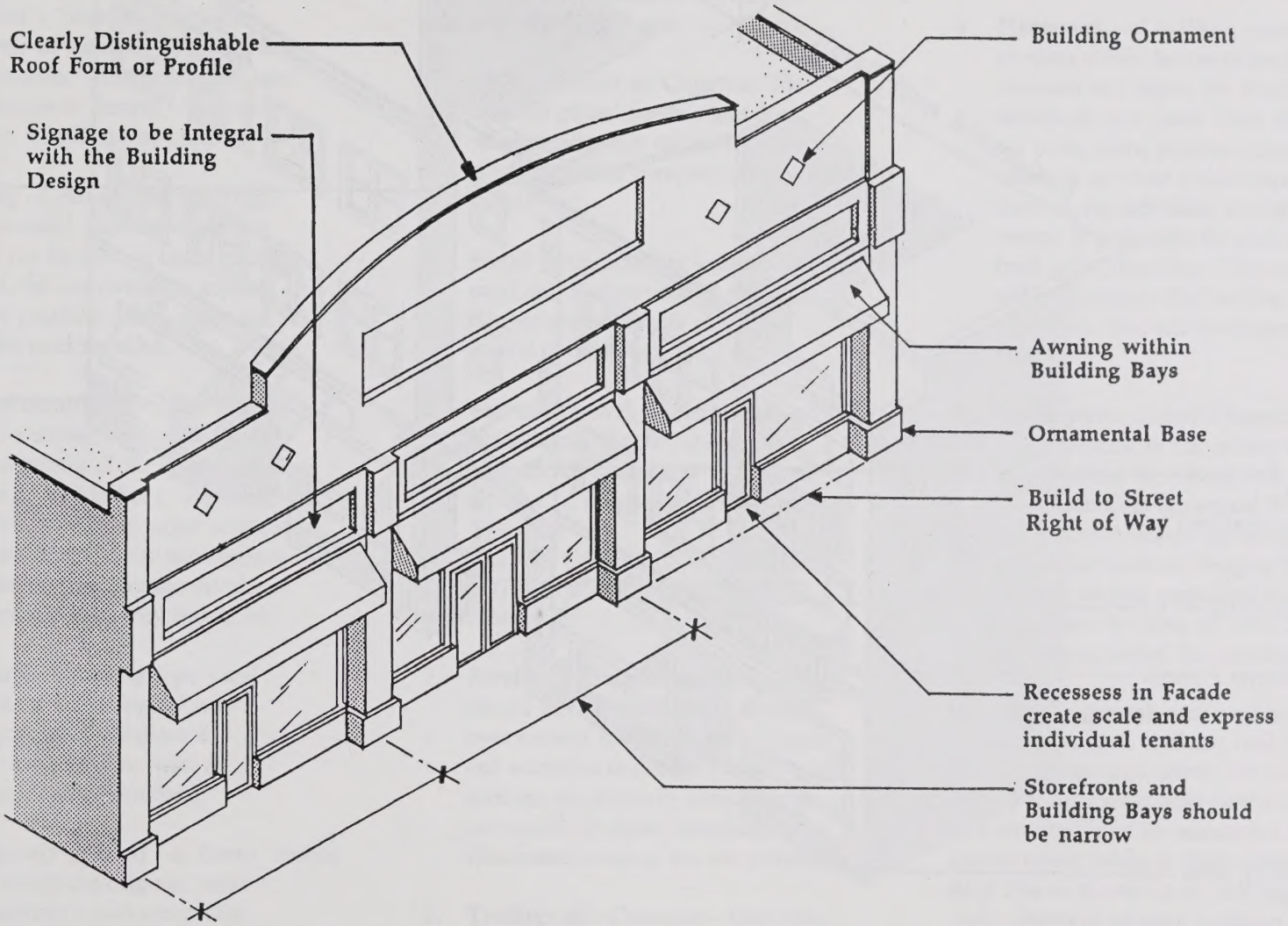
1. **Window/Wall Proportion** - In general, upper stories should have a window to wall area proportion (typically 30 - 50%) that is smaller than that of ground floor storefronts.

2. **Window Openings** - should generally be vertical or square in shape; if square, windows and/or window panes should be vertical in shape.

3. **Window Inset** - Glass should be inset a minimum of 3" from the exterior wall surface to add relief to the wall surface; this is especially important for stucco buildings.

4. **Shaped Frames and Sills** - should be used to enhance openings and add additional relief. They should be pro-

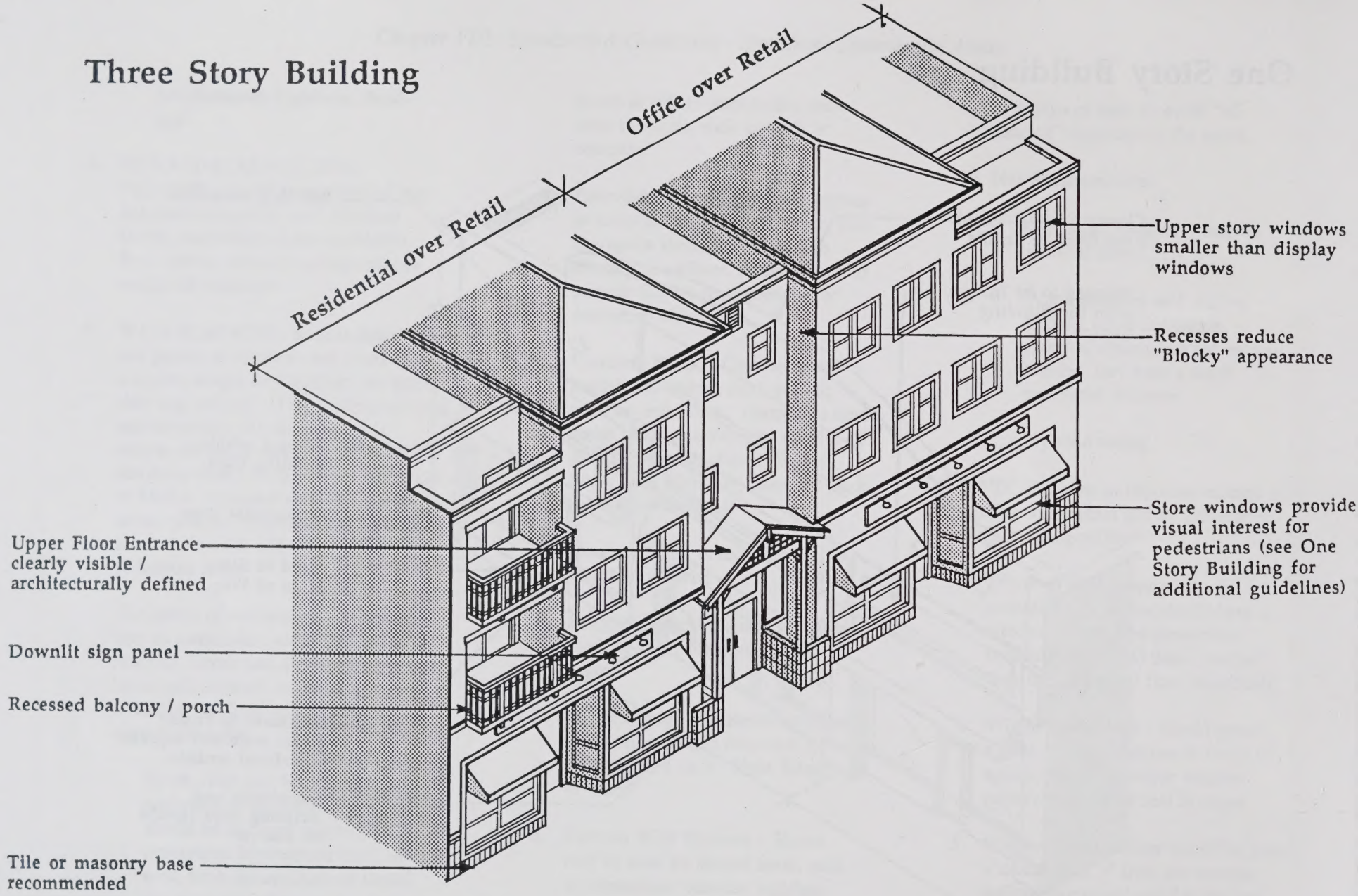
# One Story Building


Clearly Distinguishable Roof Form or Profile
Signage to be Integral with the Building Design
Building Ornament
Awning within Building Bays
Ornamental Base
Build to Street Right of Way
Recessess in Facade create scale and express individual tenants
Storefronts and Building Bays should be narrow

PROTOTYPE ILLUSTRATION

# STOREFRONT COMMERCIAL AREA

## Three Story Building


Office over Retail
Residential over Retail
Upper story windows smaller than display windows
Recesses reduce "Blocky" appearance
Store windows provide visual interest for pedestrians (see One Story Building for additional guidelines)
Upper Floor Entrance clearly visible / architecturally defined
Downlit sign panel
Recessed balcony / porch
Tile or masonry base recommended

PROTOTYPE ILLUSTRATION

# STOREFRONT COMMERCIAL AREA

portional to the glass area framed; e.g. a larger window should have thicker framing members.

5. **Muntins** - "true divided light" windows or sectional windows are recommended where a divided window design is desired; "snap-in" muntins should not be used.

6. **Glazing** - Clear glazing is strongly recommended. Reflective glazing should not be used. If tinted glazing is used, the tint should be kept as light as possible; green, grey, and blue are recommended.

7. **Replacement/Renovation** - Wood windows should be replaced with wood windows of the same operating type (e.g. double-hung, casement, etc.). Vinyl covered wood windows are available for lower maintenance. If aluminum replacement windows or doors are used, they should be:

   a. **Same operating type** - and orientation as the original windows (e.g. do not replace a double-hung window with a horizontal sliding window).

   b. **Factory painted** - or fluoro coated to match the original; color anodized is also acceptable.

   c. **Similar in size** - and thickness to the original frame and muntins.

H. ROOFS - should match the principal building in terms of style, detailing and materials. They should also contribute expressive and interesting forms that add to the overall character of the district. Recommended types are:

   1. **Clay, Ceramic or Concrete Tile** - Colorful glazed ceramic tiles are recommended for decorative roof shapes, such as parapets, domes, and turrets.

   2. **Metal Seam Roofing** - should be anodized, fluorocoated or painted. Copper and lead roofs should be natural or oxidized.

   3. **Tar and Gravel, Composition, or Elastomeric Roofs** - should be screened by parapets or false-front sections of sloping roofs.

I. TRELLISES, CANOPIES, AWNINGS, AND OTHER BUILDING-MOUNTED ACCESSORIES

   1. **Awnings** - are recommended. They should be a colorful fabric mounted over a metal structural that is framed and attractive in design. Fabric awnings are generally preferable to permanent canopies. Internally illuminated awnings are not permitted.

   2. **Trellises and Canopies** - Materials, colors, and form should be derived from the building architecture.

   3. **Height and Projection** - Trellises, canopies and awnings should be a minimum of eight (8) feet above the sidewalk. They should project no more the width of the sidewalk.

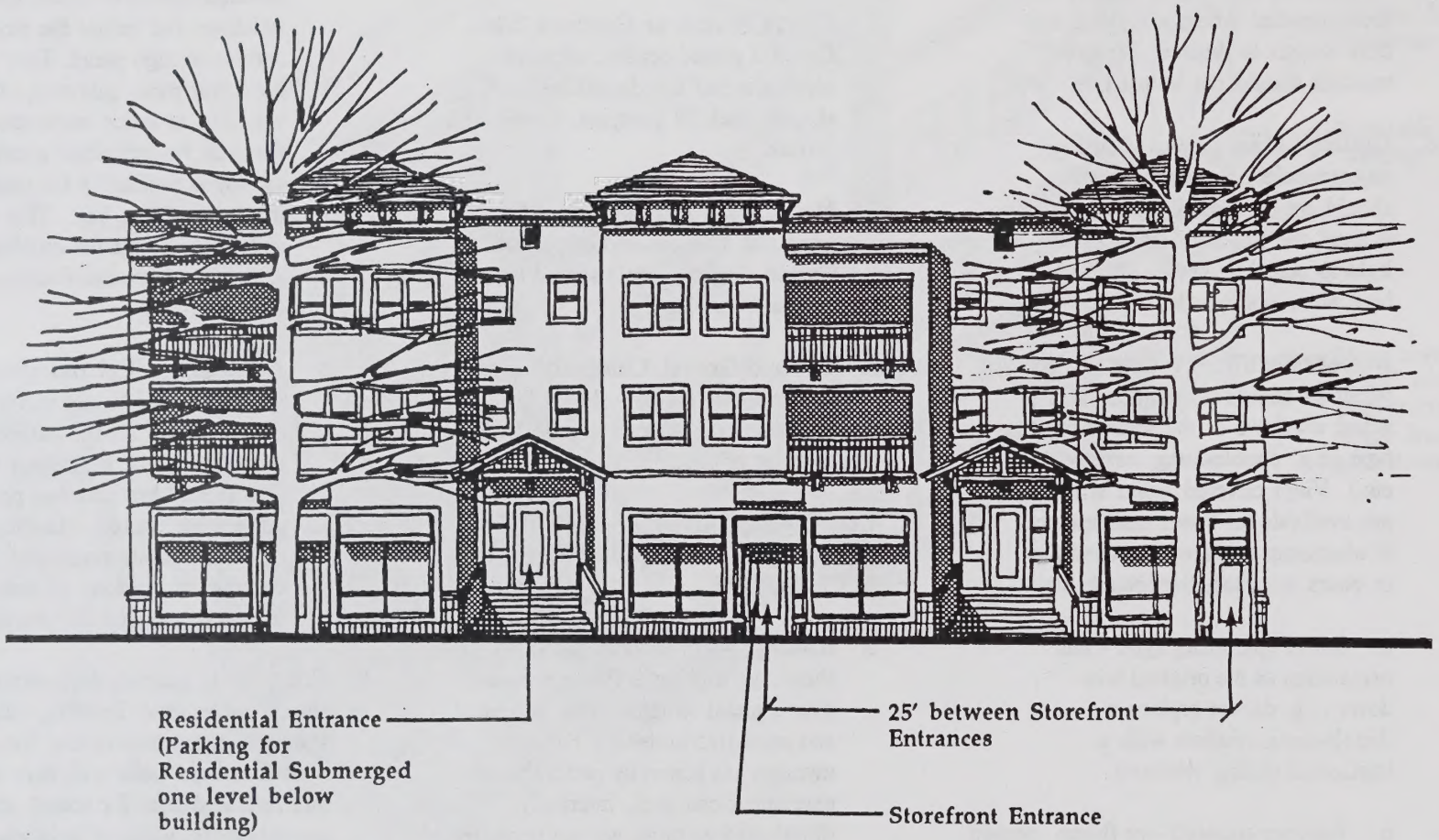
   4. **Placement** - of trellises, canopies and awnings should be above the display windows and below the storefront cornice or sign panel. They should not cover piers, pilasters, clerestory windows or other architectural features. An individual awning or canopy is preferable for each storefront or building bay. This accents and complements the building more effectively than one continuous awning.

   5. **Accessories** - Colorful banners should be used to add variety to the street and not for the purpose of advertising individual businesses or products. Ornamental brackets and poles add further interest. Hanging flower or plant baskets suspended from ornamental brackets of metal or wood are recommended for storefronts.

J. COLOR - In general, drab earthtones should not be used. Building wall color should contrast trim colors; for example, neutral or light walls with dark colors and saturated hues for accent and ornamental colors; white or light window and door trim on a medium or dark building wall. Colors of adjacent buildings should be taken into consideration.

   1. **Secondary Color** - can be used to give additional emphasis to architectural features such as building bases

## Residential Over Retail


Residential Entrance (Parking for Residential Submerged one level below building)
25' between Storefront Entrances
Storefront Entrance

PROTOTYPE ILLUSTRATION

# STOREFRONT COMMERCIAL AREA

(like a wainscot), pilasters, cornices, capitals, and bands.

2. **Bright Colors** - should be used sparingly. Typical applications are fabric awnings and banners. A restrained use of bright colors also allows display windows and merchandise to catch the eye and stand out in the visual field.

K. PLANT MATERIALS - see "Site Improvements, Furnishings, and Landscaping".

L. ADDITIONS, RENOVATIONS AND RESTORATIONS TO EXISTING BUILDINGS:

1. **Specialized Professional Assistance**- Sensitive alteration or restoration of existing buildings enhances their historic value. To ensure proper work, the services of an architect specializing in restoration and preservation work is highly recommended.

2. **Additions and Alterations** - should be sensitive to the scale and character of Storefront Areas in general, of adjacent buildings, and of the building itself. Generally, they should reflect one of the following conditions:

   a. **Identical** - to the architecture of the original building, as if the same architect or builder built more of the same building. This is usually most successful and feasible where the addition is smaller than the original building.

   b. **Interpretation** - of the older building (and/or other adjacent buildings). The older building is not imitated exactly, but certain characteristics are copied using contemporary materials and construction practices. This is most successful where the addition is larger than the older building. Some of these "contextual" strategies are:

      (i) **Architectural lines and rhythms** - of the older building are extended to the new building: such as floor and cornice heights, window and bay spacing, window opening proportions and operating type, spacing of entrances, etc.

      (ii) **Colors and materials** - are selected to coordinate and harmonize between the old and new structures.

      (iii) **Small elements** - may be identical on both buildings to link them; window and door trim, paint colors, signs, light fixtures, etc.

3. **Restorations** - Restoring the original form and appearance of old buildings is recommended. Many "modernizations" of 19th and early 20th century storefront buildings covered fine facades and other architectural features that can be restored. Painted, covered, or blocked-in clerestory windows are common, as are upper stories that have been plastered over or covered with metal fascia or awnings.

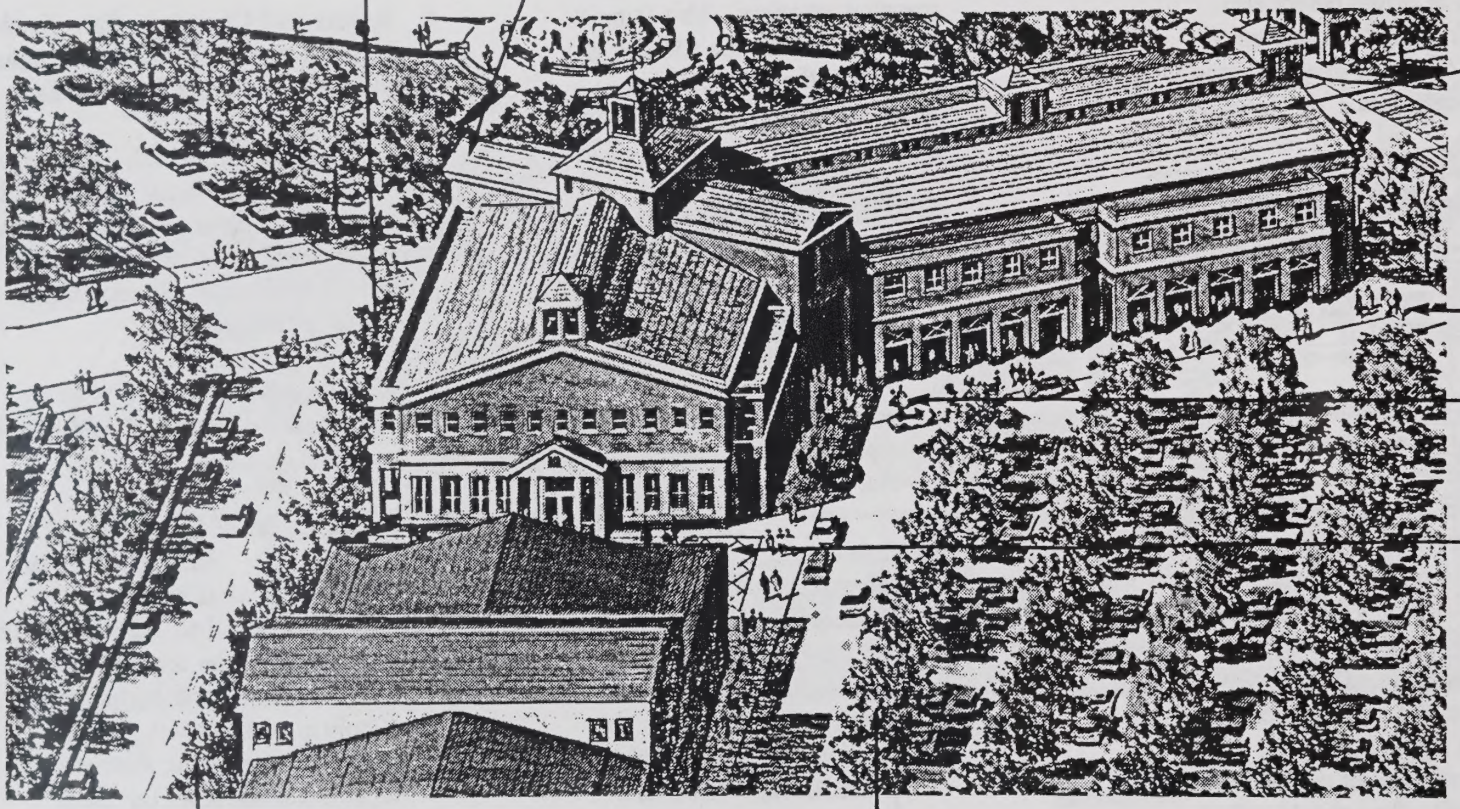
4. **Repair and Cleaning** - Care should be taken to avoid damaging the value of historic buildings. In particular:

   a. **Masonry materials** - such as concrete and brick - should not be sandblasted, as this damages the surface of the material; low-pressure water cleaning should be used instead.

   b. **Waterproofing and graffiti-proofing** - sealers should be used after cleaning and repair.

5. **Replacement of Unavailable Components** - When historic construction materials cannot be replaced or matched, care should be taken to match the original pattern, thickness, color, and texture as closely as possible with available materials. In general, simulated replacement materials (artificial stone, simulated "aged" brick) are discouraged. The restoration architect and various specialty building supply businesses can assist in the selection of proper materials.

# Site & Building Guidelines


Consistent shade tree planting required along street frontage
Special architectural feature at street corner
Two (2) stories minimum along Boulevard and Town Square; Four (4) stories maximum
Shared driveway access
Walk, drop-off area, and service access at rear of building
Pedestrian open spac between parking and street frontage
Consistent setback along Boulevard Frontage
"Orchard" planting required for all surface lots (1 tree / 3 spaces)

PROTOTYPE ILLUSTRATION

# WORKPLACE AREA

# WORKPLACE AREAS

*Description.* Standards and guidelines for *Workplace* Areas promote development of commercial office buildings with a civic character, in keeping with proximity to the Town Square. All buildings will face the street and have a consistent setback to define street spaces. New blocks and streets will connect to the surrounding City street grid. Parking lots are located in the interior of blocks and planted with shade trees in an "orchard parking" arrangement.

Some of the Central City's major civic spaces are located in the *Workplace* Area: Plumas Boulevard, the Town Square, Franklin Circle, and Fujishiro Gardens. Buildings adjacent to these spaces must face them with special architectural forms.

## *DEVELOPMENT STANDARDS*

### I. LAND USE

A. PERMITTED USES

1. **Business and Professional Offices** - at a maximum floor-area-ratio (FAR) of 1:1

B. CONDITIONAL USES

1. **Light Manufacturing & Assembly** - at a maximum floor-area-ratio (FAR) of 1:1 provided the ratio of workers to gross square feet of building area is not less than 1:350.

C. TOWN SQUARE REQUIREMENT - A minimum of 10% and a maximum of 30% of the frontage of buildings facing the Town Square shall be devoted to storefront businesses of one or more of the types listed below (*Storefront Commercial Area* design guidelines apply). Uses shall be incorporated within a *Workplace* or public building. Free-standing buildings containing only these uses shall not be permitted.

1. **Eating and Drinking Establishments** - including those serving alcoholic beverages, provided this service is clearly ancillary to food service; drive-up or drive-in restaurants not permitted.

2. **Business Services** - those that are storefront businesses that generate foot traffic, such as photocopy shops, photofinishers, travel agencies, print shops, insurance agencies, or real estate agencies.

D. MINIMUM PARCEL SIZE - shall be one-half (1/2) acre for land areas not otherwise subdivided.

1. **Exception** - Commercial condominiums may be excepted subject to City review.

### II. BUILDING HEIGHT AND SETBACKS

A. HEIGHT - as measured from sidewalk or finished grade to top of cornice, parapet, or eave line of a peaked roof shall be as follows:

1. **Maximum** - four (4) floors and fifty-two (52) feet.

2. **Minimum** - twenty (20) feet; this may be a one-floor building with a tall parapet.

3. **Special Condition: Plumas Boulevard and Town Square** - a minimum height of two (2) floors and twenty-eight (28) feet shall be required for all buildings fronting these spaces.

4. **Exceptions** - subject to City review:

a. **Above subsurface parking** - buildings may exceed the maximum height by five (5) feet; subsurface structures shall extend no higher than five (5) feet above finished grade.

b. **Sloping portions of roofs** - may exceed height limits provided they are gable or other non-shed roofs not exceeding 6:12 slope.

c. **Special architectural features** - such as towers (clock, bell, observation) or entry volumes.

B. FRONT SETBACKS: Measured from front property line.

1. **Minimum Setback** - shall be twelve (12) feet.

2. **Maximum Setback** - shall be twenty (20) feet.

3. **Minimum Frontage** - for all buildings shall be two-thirds (2/3) the length of the parcel frontage.

4. **Corner Parcels** - setback/build-to requirement applies to both frontages (e.g. corner parking lots generally not permitted); minimum frontage requirement recommended but not required.

5. **Exception: Special Architectural Features** - subject to City review: entrance porticoes, canopies, and/or other features may extend up to four (4) feet into the front setback area.

6. **Special Condition: Plumas Boulevard and Town Square** - Buildings on these spaces shall adhere to a setback/build-to line of fifteen (15) feet from the curbline and zero (0) feet from the property line. An arcade is recommended along the frontage; see Design Guidelines, Section J.

7. **Special Condition: Franklin Circle** - Buildings shall accommodate and enhance the formal qualities of the circle:

   a. **Required easement** - An easement shall be established on all corners of the Franklin/Wilbur intersection; the easement line shall be an arc with a radius of one hundred forty (140) feet originating at the center point of the intersection.

   b. **Setback/build-to line** - shall be twelve (12) feet; buildings shall reflect the form of the Circle with a curved or diagonal facade.

   c. **Main entrance** - to buildings on properties adjacent to the Circle shall face the Circle.

C. MINIMUM SIDE AND REAR SET - BACKS - shall be one-half (1/2) the height of the building, or fourteen (14) feet, whichever is greater.

## III. SITE DEVELOPMENT & PARKING

A. ACCESS

1. **Direct Pedestrian Access** - shall be provided from the thoroughfare and/or side street to the main building entrance; i.e. pedestrian access to building entrances shall not be restricted to parking lots.

2. **Vehicular Access/Curb Cuts** - shall be utilized wherever possible. In general, access drives to rear parking areas shall be located approximately mid-way between adjacent intersections.

   a. **Maximum width** - of curb cuts shall be sixteen (16) feet for a one-way driveway and twenty-four (24) feet for a two-way driveway.

   b. **Driveway setbacks** - shall be a minimum of five (5) feet from adjoining properties.

   c. **Drop-off areas** - shall be provided at both the main (street front) building entry and the secondary (parking side) building entry.

   d. **Service access** - shall be from rear parking areas.

3. **Jogging/Bike Path Easement** - An easement and improvements for a perimeter jogging/bike path shall be provided by properties within the *Workplace* Area as indicated by the "Elements of the Public Realm" plan. The easement shall be twenty-five (25) feet in width.

B. PARKING

1. **Minimum Requirements:**
   a. Business and Professional Offices: 1 space per 333 square feet (3/1,000 s.f.).

   b. Eating and Drinking Establishments: none if use is less than 1,500 s.f.; if greater than 1,500 s.f., 1 space per 200 square feet (5/1,000 s.f.)

   c. Business Services: 1 space per 400 square feet (2.5/1,000 s.f.).

   d. Other Uses: As per the Zoning Code.

2. **Location** - of surface parking lots shall always be to the rear of buildings.

3. **The Perimeter of Parking Areas and Driveways** - adjacent to streets and sidewalks shall be screened with an attractive low wall, fence, or line of piers a minimum of 32" and a maximum of 48" in height; height maximum depends on sight distances, subject to City review. (See "Site Improvements" for walls and fences.)

4. **Parking Areas Shall be Planted** - with shade trees at a ratio of one (1) tree for every three (3) spaces in an "orchard" planting arrangement. (See "Site Improvements".)

5. **Handicapped Accessibility Standards** - Refer to *California State Accessibility Standards - Interpretive Manual*, latest edition.

C. COMMON OPEN SPACE - A minimum area equal to five percent (5%) of the gross floor area of buildings of twenty thousand (20,000) square feet or more shall be provided for passive public recreational use, such as a garden sitting or outdoor eating area.

D. SCREENING & LANDSCAPING

1. **Sidewalk and Planting Strip** - A front sidewalk six (6) feet wide and a curbside planting strip six (6) feet wide with shade trees at approximately thirty (30) feet on center shall be provided along all streets, unless otherwise indicated by this Plan.

2. **Adjacent to Designated Residential Areas** - attractive screen fencing or walls shall be provided along the property line to screen buildings, service areas, and parking areas.

   a. **A five (5) foot wide planting area** - shall be established on the commercial side of the fence or wall with deciduous trees at a minimum spacing of twenty (20) feet on center.

   b. **Fences and walls not adjacent to streets or sidewalks** - shall be a minimum of six (6) feet in height and a maximum of eight (8) feet in height.

3. **Trash and Service Equipment** - including satellite receiving dishes shall be located away from streets, and enclosed or screened by landscaping, fencing or other architectural means.

4. **Screen Fences and Walls** - not adjacent to streets and sidewalks shall be a maximum of six (6) feet in height. (See Design Guidelines for recommendations on type and materials.)

5. **Plant Materials** - See "Site Improvements, Furnishings, and Landscaping" section.

## *DESIGN GUIDELINES*

A. BUILDING INCREMENT - Long facades should be divided into shorter segments. These segments should be a maximum of one hundred twenty (120) feet long, and preferably less. They should be separated by major changes in the building mass, such as projected entrance volumes or notches.

B. ROOFS - Shallow gable, hip, or other two-slope roofs are recommended for all buildings; parapet roofs in combination are also recommended.

1. **Roof Slope** - should be between 3:12 and 6:12.

2. **Roofs Should Extend** - across a minimum of seventy-five percent (75%) of the street frontage.

3. **Roof Ridges** - should be aligned parallel to roads.

4. **Minimum Depth** - of sloped roofs should be thirty (30) feet.

C. MASSING - the overall form of a quality building is created by its three-dimensional characteristics, or massing. As illustrated by the "Building Massing and Organization" diagram, different combinations of building mass and building bays should be used to put a building together. Building masses may be singular,

such as a tall or projecting mass located in the center to mark a main entrance (i.e. "D"). They may be symmetrical; an example is towers placed on either side of the main entry (ie. "E"). They may also be repeated in a slightly different way in another building location (i.e. "A").

D. SPECIAL ARCHITECTURAL FEATURES - such as gables, turrets, and tower elements should accent buildings at major street corners and other highly-visible locations. A diagonal "cut" at a corner, or a notch for a grand building entry, can also be effective. An arcade or colonnade is recommended along Plumas Boulevard and adjacent to the Town Square; See J, below.

E. BUILDING CLUSTERS - Buildings should relate to one another to shape open space between them, as is common on campuses. Changes in building form should be used to organize and accent space by creating axial relationships between buildings, defining special courtyard spaces, etc.

F. BUILDING COMPOSITION - Every building should have a base, a clear pattern of openings and surface features, a recognizable entry, and an interesting roofline.

1. **Building Base** - This may be as simple as a thickening of the wall where the building touches the ground, or it may be a heavier or thicker treatment of the entire ground floor wall for a three or more story building facade (a slight setback of the upper floors accomplishes this). The base may be of a different material and/or color than the wall surface of the rest of the building.

2. **Pattern of Surface Features** - Windows, wall panels, pilasters, building bays, and storefronts should be based on a module derived from the building's structural bay spacing. Features based on this module should be carried across windowless walls to relieve blank, uninteresting surfaces.

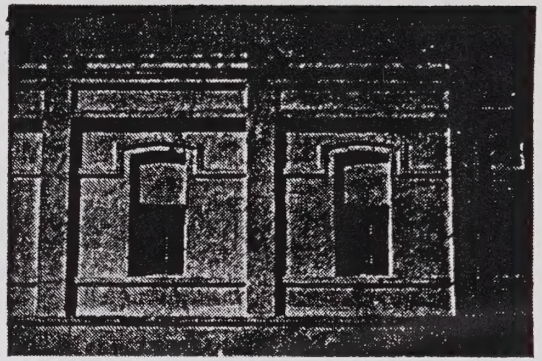
3. **Building Entrances** - should be easy to identify and distinguish from the rest of the building. One or more of the following treatments should be used:

a. **A taller mass above** - such as a tower or turret, or a volume that protrudes from the rest of building surface;

b. **Centered in the facade** - as part of a symmetrical overall composition;

c. **Accented by architectural elements** - such as columns, overhanging roofs, awnings, ornamental light fixtures.

d. **A change in roofline or roof type above.**



***Windows, wall panels, and pilasters should be arranged to create a clear pattern of surface features.***

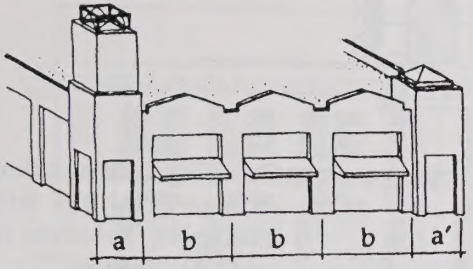
e. **Prominent corner entrances** - should be provided within corner buildings.

G. WALL SURFACES - If the building mass and variety of windows and doors is complex, simple wall surfaces may be preferable (e.g. stucco); if the building volume and the pattern of wall openings is simple, additional wall texture and articulation should be employed (e.g. bricks or blocks, or rusticated stucco). In both cases, pilasters, columns, and cornices should be used to add visual interest and pedestrian scale.

1. **See Storefront Commercial Guidelines** - for additional recommendations regarding wall surfaces and materials (see diagram).

H. WINDOWS - are an important element of building composition and an indicator of

## Building Massing & Organization

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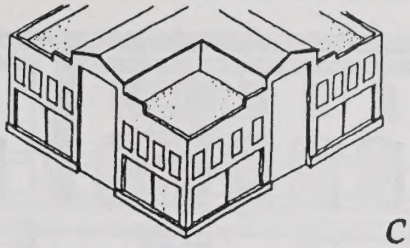

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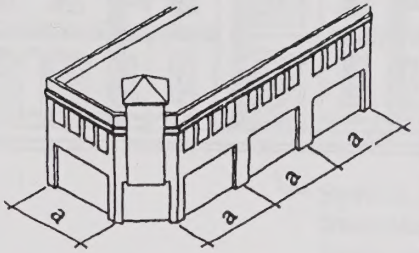


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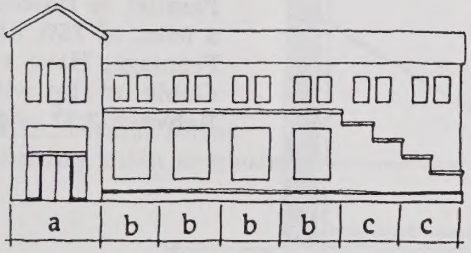
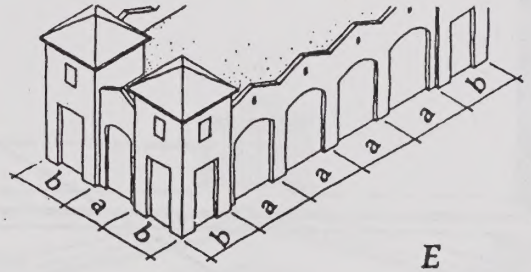



*B*




*E*

overall building quality:

1. **Window/Wall Proportion** - In general, upper stories should have a window to wall area proportion (typically 30 - 50%) that is smaller than that of ground floor storefronts.

2. **Window Openings** - should generally be vertical or square in proportion; if square, windows and/ or window panes should be vertical in shape.

3. **Window Inset** - Glass should be inset a minimum of 3" from the exterior wall surface to add relief to wall surfaces; this is especially important for stucco buildings.

4. **Shaped Frames and Sills** - should be used to enhance openings and add relief to wall surfaces.

5. **See Storefront Commercial Area Guidelines** - for additional recommendations regarding design of windows.

I. ROOFS

1. **Metal Seam Roofing** - Is recommended as typical for the district. For aluminum, galvanized steel and other coated steel, recommended finishes are anodized, fluorocoated or painted. For copper and lead, recommended finishes are natural or oxidized.

2. **Clay, Ceramic or Concrete Tile** - are also appropriate.

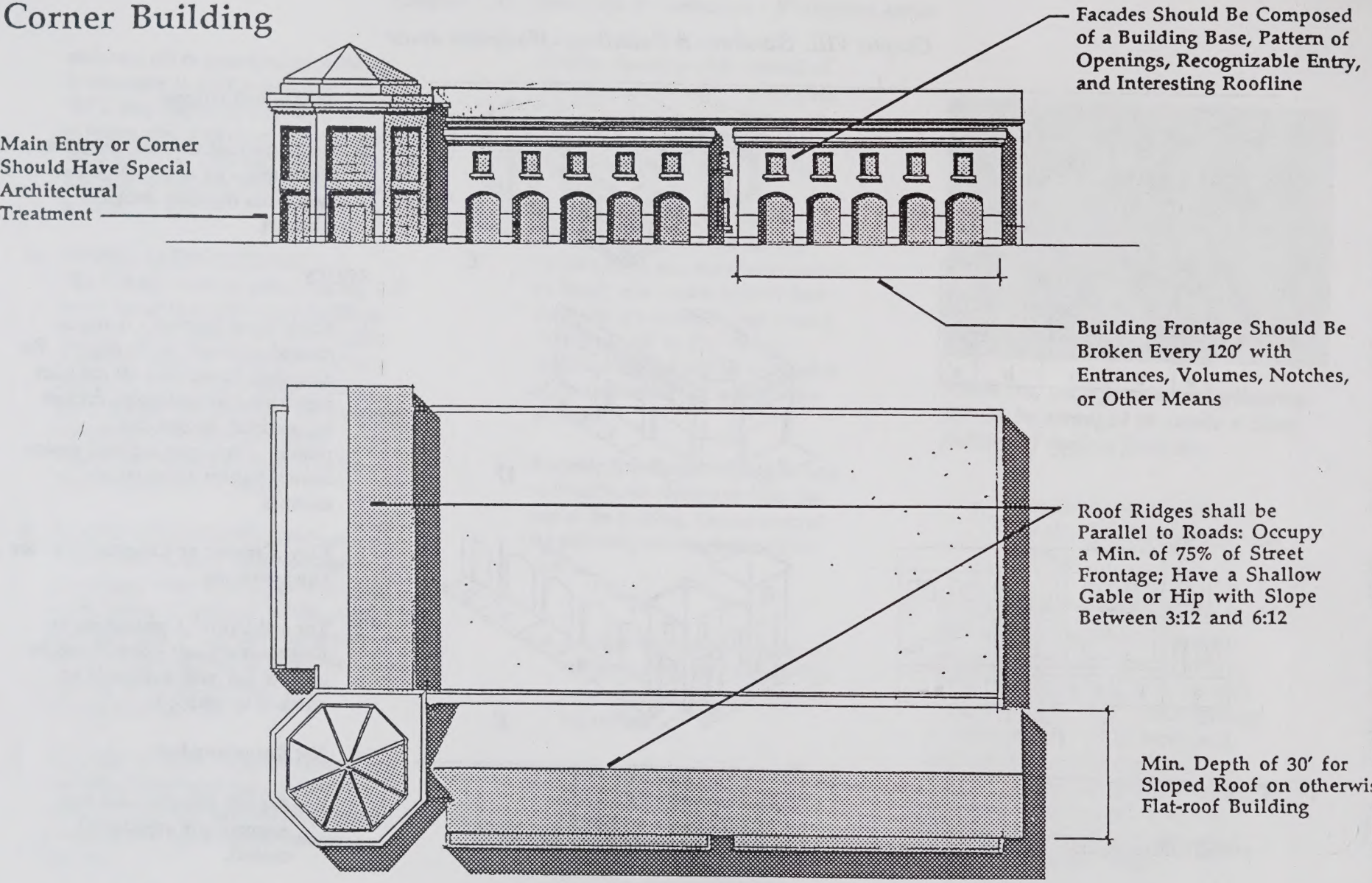
3. **Tar and Gravel, Composition or Elastomeric Roofs** - Should only be used for flat roofs and should be screened by parapets.

4. **Not Recommended:**

   a. **Asphalt shingles** - are more appropriate in a residential context.

   b. **Wood** - shingles or shakes are more appropriate in a rural context.

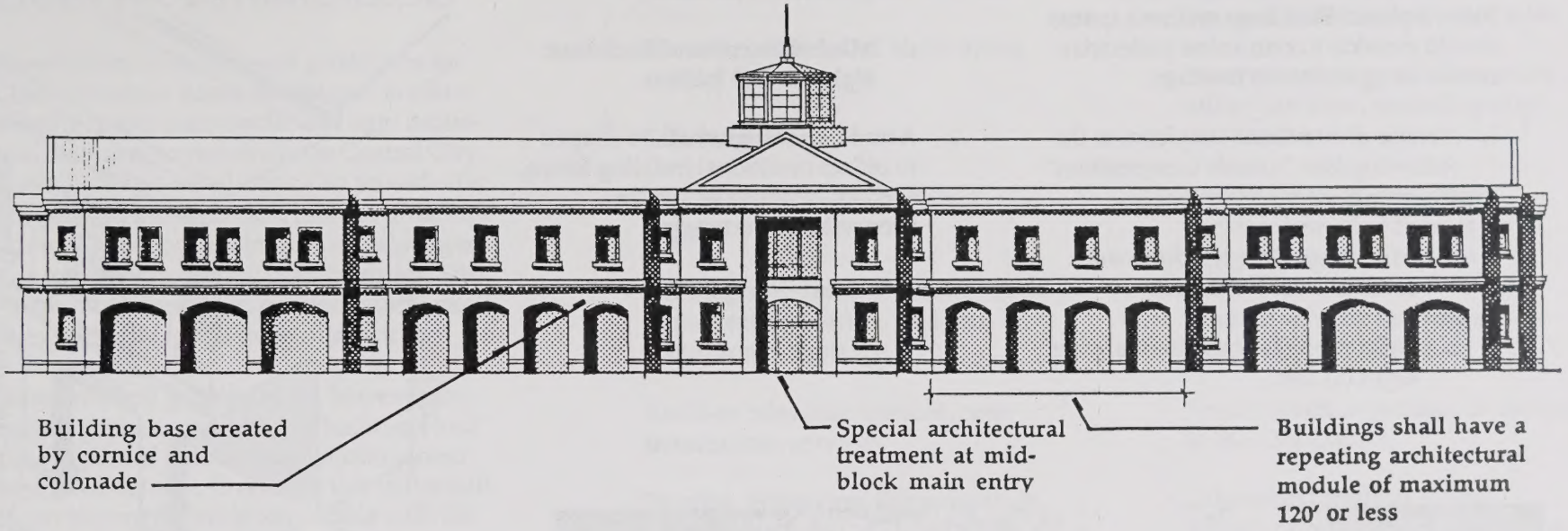
# Corner Building

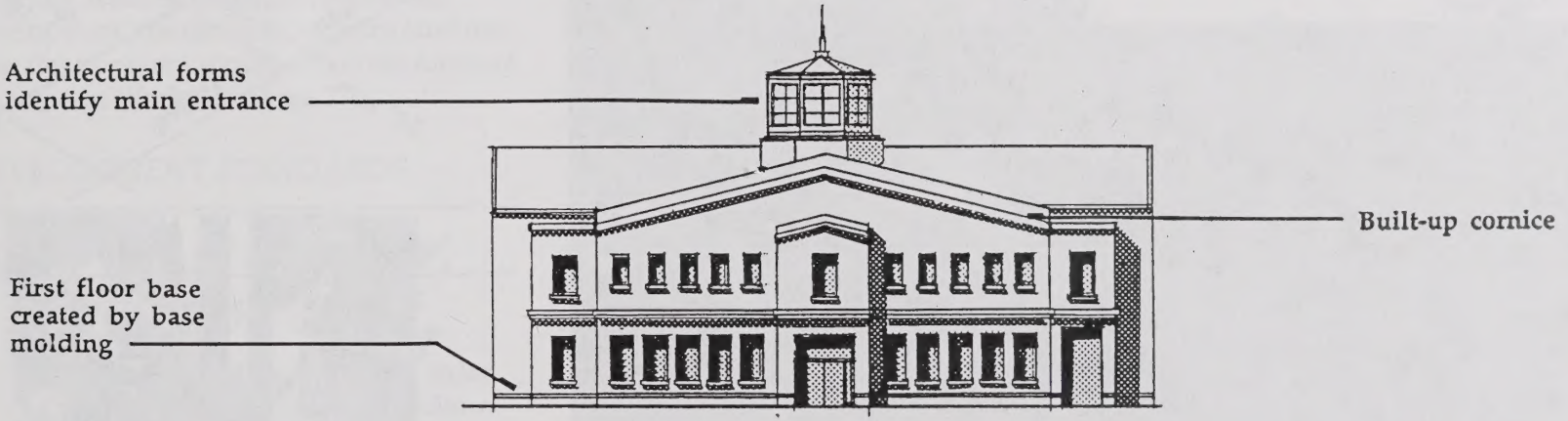

Facades Should Be Composed of a Building Base, Pattern of Openings, Recognizable Entry, and Interesting Roofline
Main Entry or Corner Should Have Special Architectural Treatment
Building Frontage Should Be Broken Every 120′ with Entrances, Volumes, Notches, or Other Means
Roof Ridges shall be Parallel to Roads: Occupy a Min. of 75% of Street Frontage; Have a Shallow Gable or Hip with Slope Between 3:12 and 6:12
Min. Depth of 30′ for Sloped Roof on otherwise Flat-roof Building

PROTOTYPE ILLUSTRATION

# WORKPLACE AREA

## Mid-Block Building
(Two Stories Depicted)


Building base created by cornice and colonade
Special architectural treatment at mid-block main entry
Buildings shall have a repeating architectural module of maximum 120′ or less




PROTOTYPE ILLUSTRATION

# WORKPLACE AREA

J. ARCADES - Are recommended along Plumas Boulevard and adjacent to the Town Square. Buildings on these spaces should provide a continuous pedestrian arcade along the street frontage.

1. **Arcade dimensions** - conform to the following (see "Arcade Composition" diagram):

   a. **Minimum clear height inside arcade:** twelve (12) feet.

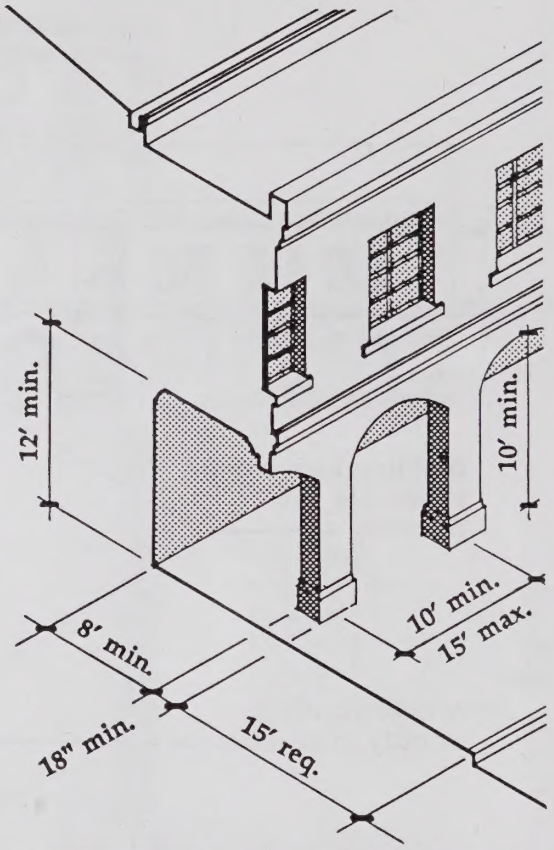
   b. **Minimum clear width of arcade:** eight (8) feet.

   c. **Maximum column spacing:** ten (10) feet on center.

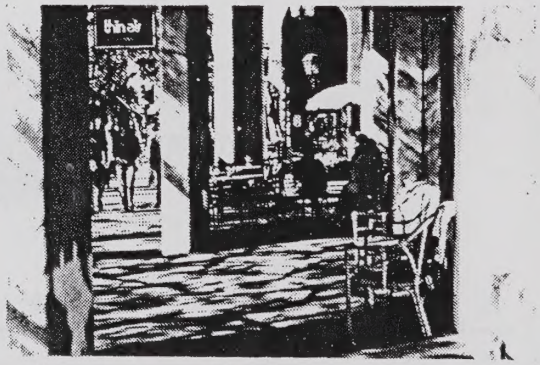
   d. **Minimum column thickness:** eighteen (18) inches.

2. **Arcade openings shall be shaped** - to reflect traditional building forms, such as arches or vertically-proportioned rectangles.

## Arcade Composition



*This building illustrates a number of guidelines: The base as the entire ground floor; window wall proportion smaller for upper floors; window and door openings vertical or square in proportion; facades composed both vertically and horizontally.*



*Arcades provide shade and create a powerful visual image.*

# LIGHT INDUSTRIAL AREAS

*Description.* Standards and guidelines for Light Industrial Areas are tailored to allow existing heavy commercial and light industrial land uses to remain in the Central City. These light industrial areas also provide for selected sales and services that are often considered inappropriate in primary retail areas due to size or operating characteristics. This Area is not intended to provide typical retail sales normally found in retail districts.

Standards and guidelines do, however, require a general upgrading of buildings and sites as part of renovations, additions, and new development. Over time this will result in development that is compatible with the form and supportive of the value of surrounding areas, in particular, residential development, the desired long term land use. New development should reflect the forms of the adjacent Workplace Area.

## *DEVELOPMENT STANDARDS*

### I. LAND USE

A. PERMITTED USES

1. **Indoor Wholesale and Retail Sales and Services** - including the following:

   - Building, electrical and plumbing materials and furniture.
   - Farm and ranch, and related supply sales.
   - Janitorial and restaurant supplies.
   - Nursery, garden, and landscaping supply.
   - Labor union hall.
   - Furniture and auto upholstery supply.
   - Building maintenance services such as pest extermination, janitorial or grounds maintenance.
   - Radio or television stations, communications services.
   - Printing, engraving, lithography or publishing.
   - Heavy equipment, rental and sales yards.
   - Veterinarian, taxidermist.
   - Trade school.
   - Warehouse, mini storage or other storage buildings or wholesale distribution facilities, except those storing flammable or explosive material.
   - Food storage lockers, ice making facilities.
   - New and used boats, trailer, mobile home, and equipment sales and repairs.
   - Auto body and towing, transmission and radiator shops, tire sales.
   - Bakery employing six (6) or more, full or part time, excluding sales personnel.
   - Wholesale meat cutting and packing, provided there is no slaughtering.
   - Reverse vending machines as defined in the City Code.
   - Small collection facilities as defined in the City Code.
   - Laboratory: medical, dental, optical, or biological for testing or classifying (non-experimental).
   - Service establishments such as glass shop, sign shop and water softening service.
   - Support businesses for permitted uses, provided the hours of operation are similar to those of the normal operating hours of the permitted uses, including a coffee shop, cafeteria or office supply.
   - Tree surgeon establishments.
   - Photographic processing plant or wholesale supply.

2. **Storage and Accessory Uses** - including repair operations and services; provided these uses are

clearly incidental to the retail sale of products on the premises and located and constructed so as not to cause offensive odor, dust, noise, or vibration.

3. **Offices** - and other ancillary facilities subordinate to a principal use listed above.

B. CONDITIONAL USES

1. **Heavy Commercial and Light Industrial Uses** - including the following:

   - Sales and repair of trucks; truck terminal, truck yards.
   - Tire recapping.
   - Commercial laundries such as those providing a linen supply, but not including personal laundromats.
   - Light metal fabrication such as sheet metal and wrought iron fabrication, welding shops, machine shops, air conditioning services.
   - Cabinet or woodworking shop.
   - Contractors equipment yard.
   - Flea market.
   - Retail and wholesale sales of liquified petroleum and pressurized gases.
   - Outdoor sales or storage not in compliance with the requirements of the City Code.
   - Large collection facilities and processing facilities as defined in the City Code.
   - Dyeing and dry cleaning plants.
   - Feed and fuel yards.
   - Bus and taxi depots or heliport.

2. **Adult Businesses** - may be permitted in accordance with the limitations established in the Yuba City Municipal Code.

## II. BUILDING HEIGHT AND SETBACKS

A. HEIGHT - as measured from sidewalk or finished grade to top of cornice, parapet, or eave line of a peaked roof shall be as follows:

1. **Maximum** - four (4) floors and fifty-two (52) feet.

2. **Exceptions** - subject to City review:

   a. **Above Subsurface Parking** - buildings may exceed the maximum height by five (5) feet; subsurface structures shall extend no higher than five (5) feet above finished grade.

   b. **Sloping portions of roofs** - may exceed height limits provided they are gable or other non-shed roofs not exceeding 6:12 slope.

   c. **Special architectural features** - such as towers (clock, bell, observation) or entry volumes.

B. FRONT SETBACKS

1. **Minimum Setback** - shall be twelve (12) feet.

2. **Maximum Setback** - shall be twenty (20) feet.

3. **Corner Parcels** - setback/build-to requirement applies to both frontages (e.g. corner parking lots not permitted).

4. **Exception: Special Architectural Features** - subject to City review: entrance porticoes, canopies, and or other features may extend up to four (4) feet into the front setback area.

C. MINIMUM SIDE AND REAR SETBACKS - shall be one-half (1/2) the height of the building, or fifteen (15) feet, which ever is greater.

## III. SITE DEVELOPMENT & PARKING

A. ACCESS

1. **Direct Pedestrian Access** - shall be provided from the thoroughfare and/

or side street to the main building entrance; i.e. pedestrian access to building entrances shall not be restricted to parking lots.

2. **Vehicular Access/Curb Cuts:**

   a. **Minimum Width** - of curb cuts shall be sixteen (16) feet for a one-way driveway and twenty four (24) feet for a two-way driveway. Wider driveways may be required when needed to facilitate traffic movements as determined by the Public Works Department.

   b. **Driveway Setbacks** - shall be a minimum of five (5) feet from adjoining properties.

B. PARKING

1. **Minimum Requirements:** Per the Zoning Code.

2. **Location** - of surface parking lots shall be to the rear or side of buildings, not in front.

3. **The Perimeter of Parking Areas and Driveways** - adjacent to streets and sidewalks shall be screened with an attractive low wall, fence, or line of piers a minimum of 32" and a maximum of 48" in height. (See "Site Improvements, Furnishings, and Landscaping" Design Guidelines for walls and fences.)

4. **Parking Areas Shall be Planted** - with shade trees at a ratio of one (1) tree for every three (3) spaces in an "orchard" planting arrangement. (See "Site Improvements, Furnishings, and Landscaping - Orchard Planting" diagram.)

5. **Handicapped Accessibility Standards** - Refer to California State Accessibility Standards - Interpretive Manual; latest edition.

C. SCREENING & LANDSCAPING

1. **Sidewalk and Planting Strip** - A front sidewalk five (5) feet wide and a curbside planting strip six (6) feet wide shall be provided along all streets, unless otherwise indicated by this Plan. Shade trees shall be planted at a spacing no greater than thirty (30) feet on center.

2. **Adjacent to Designated Residential Areas** - attractive screen fencing or walls shall be provided along the property line to screen buildings, service areas, and parking areas; a five (5) foot planting area shall be established inside and adjacent to the fence or wall with deciduous trees at a minimum spacing of twenty (20) feet on center.

3. **Trash and Service Equipment** - including satellite receiving dishes, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means.

4. **Screen Fences and Walls** - not adjacent to streets and sidewalks shall be a maximum of six (6) feet in height. (See "Site Improvements, Furnishings, and Landscaping" Design Guidelines for recommendations on type and materials.)

5. **Plant Materials** - See "Site Improvements, Furnishings, and Landscaping" section.

## *DESIGN GUIDELINES*

A. BUILDING INCREMENT - Long facades should be divided into shorter segments. These segments should be a maximum of one hundred twenty (120) feet long, and preferably less. They should be separated by major changes in the building mass, such as projected entrance volumes or notches.

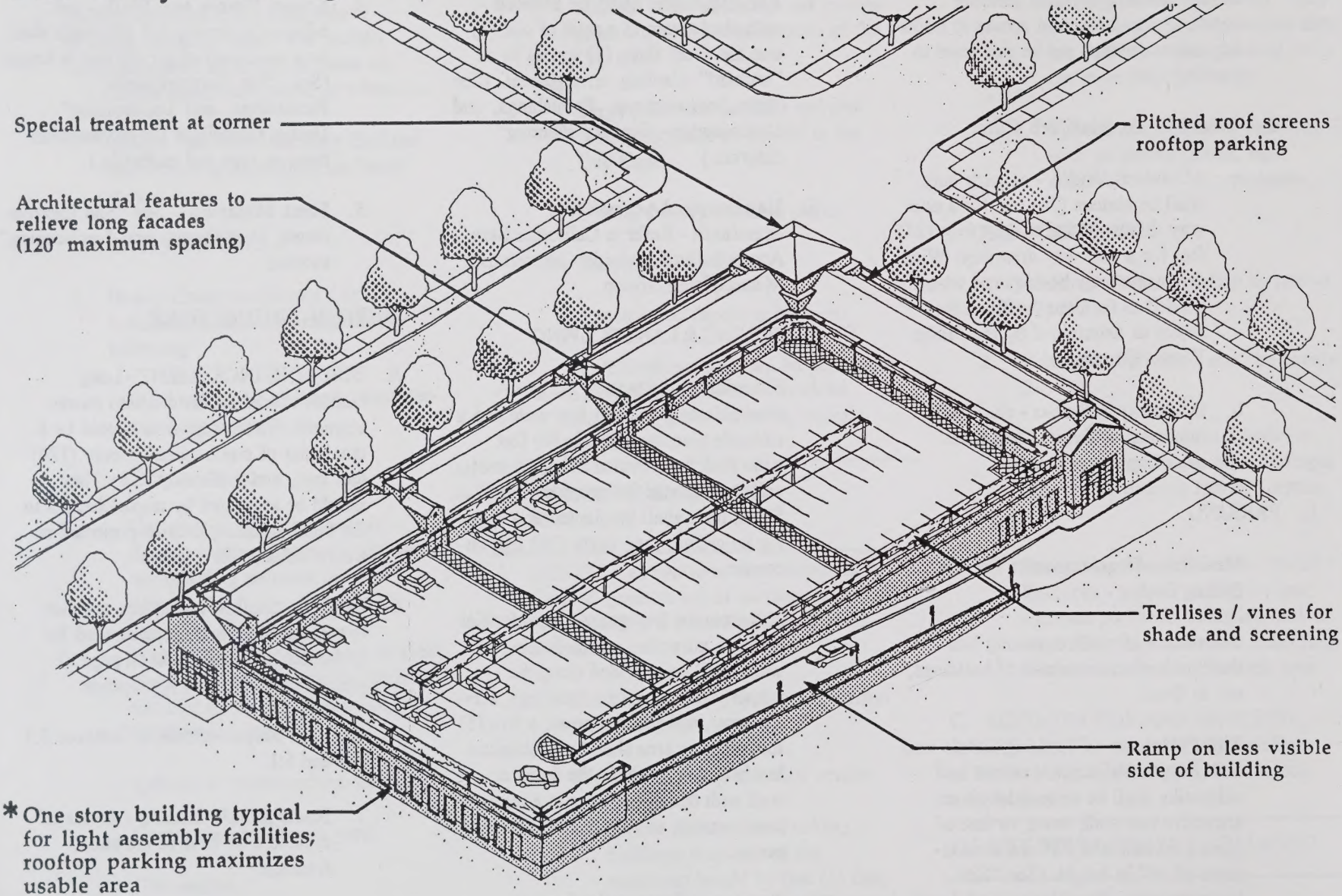
B. ROOFS - Shallow gable, hip, or other two-slope roofs are recommended for all buildings (see diagram on page x): parapet roofs are also appropriate.

1. **Roof Slope** - should be between 3:1 and 6:1.

2. **Roofs Should Extend** - across of minimum of 75% of the street frontage.

3. **Roof Ridges** - should be aligned parallel to roads.

## One Story Building with Rooftop Parking*


Special treatment at corner
Architectural features to relieve long facades (120′ maximum spacing)
Pitched roof screens rooftop parking
Trellises / vines for shade and screening
Ramp on less visible side of building
*One story building typical for light assembly facilities; rooftop parking maximizes usable area

PROTOTYPE ILLUSTRATION

# LIGHT INDUSTRIAL / WORKPLACE AREA

C. SPECIAL ARCHITECTURAL FEATURES - such as gables, turrets, and tower elements should accent buildings at major street corners and other highly-visible locations. A diagonal "cut" at a corner, or a notch for a major building entry, can also be effective.

D. BUILDING COMPOSITION - Every building should have a base; a clear pattern of openings and surface features; a recognizable entry; and an interesting roofline.

1. **Building Base** - This may be as simple as a thickening of the wall where the building touches the ground; or it may be a heavier or thicker treatment of the entire ground floor wall for a three or more story building facade (a slight setback of the upper floors accomplishes this). The base may be of a different material and/or color than the wall surface of the rest of the building.

2. **Pattern of Surface Features** - Windows, wall panels, pilasters, building bays, and storefronts should be based on a module derived from the building's structural bay spacing. Features based on this module should be carried across windowless walls to relieve blank, uninteresting surfaces.

3. **Building Entrances** - should be easy to identify and distinguish from the rest of the building. One or more of the following treatments should be used:

   a. **A Taller Mass Above** - such as a tower or turret, or a volume that protrudes from the rest of building surface;

   b. **Centered in the Facade** - as part of a symmetrical overall composition;

   c. **Accented by Architectural Elements** - such as columns, overhanging roofs, or awnings.

   d. **A Change in Roofline or Roof Type Above.**

   e. **Prominent Corner Entrances** - should be provided in corner buildings.

E. WALL SURFACES - If the building mass and variety of windows and doors is complex, simple wall surfaces may be preferable (e.g. stucco); if the building volume and the pattern of wall openings is simple, additional wall texture and articulation should be employed (e.g. bricks or blocks, or rusticated stucco). In both cases, pilasters, columns, and cornices should be used to add visual interest and pedestrian scale.

F. WINDOWS - are an important element of building composition and an indicator of overall building quality:

1. **Window Openings** - should generally be vertical or square in shape; if square, windows and/or window panes should be vertical in shape.

2. **Window Inset** - Glass should be inset a minimum of 3" from the exterior wall surface to add relief to wall surfaces; this is especially important for stucco buildings.

3. **Shaped Frames and Sills** - should be used to enhance openings and add relief to wall surfaces.

G. ROOFS

1. **Metal Seam Roofing** - Is recommended as typical for the district. For aluminum, galvanized steel and other coated steel, recommended finishes are anodized, fluorocoated or painted. For copper and lead, recommended finishes are natural or oxidized.

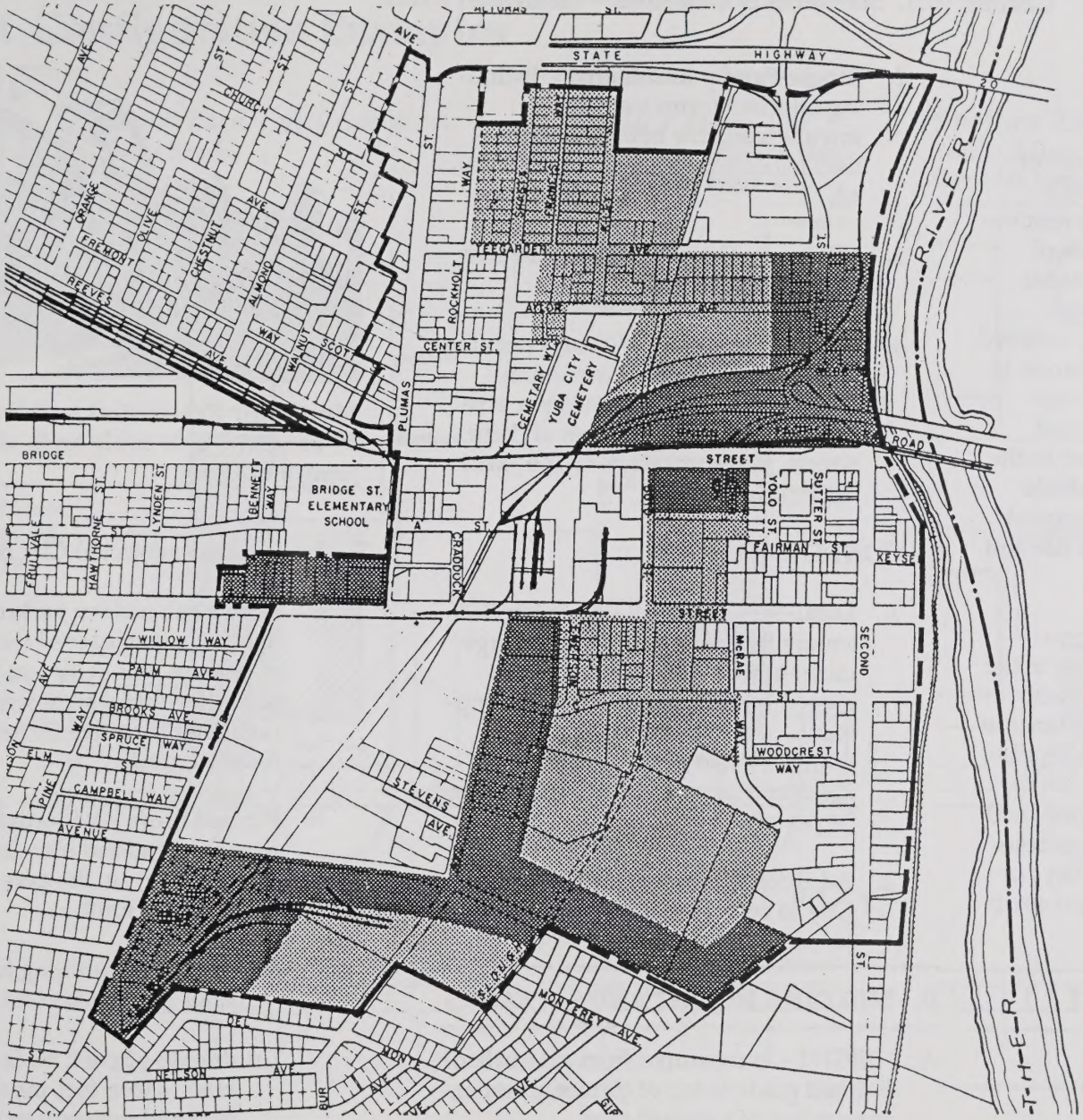
2. **Clay, Ceramic or Concrete Tile** - are also appropriate.

3. **Tar and Gravel, Composition or Elastomeric Roofs** - Should only be used for flat roofs and should be screened by parapets.

4. **Not Recommended:**

   **Asphalt shingles** - are more appropriate in a residential context.

**Wood** - shingles or shakes should are more appropriate in a residential context.




## LEGEND

20 DU/ Acre Minimum Density Required:
45 DU/ Maximum Density Permitted

12 DU/ Acre Minimum Density Required;
45 DU/ Acre Maximum Density Permitted

CENTRAL CITY

# RESIDENTIAL AREAS

# RESIDENTIAL AREAS

***Description.*** Standards and guidelines for *Residential* Areas promote a mix of high-density single-family and multi-unit residential development. They require a scale of multiple unit buildings that is compatible with both single-family residences and offices in nearby *Workplace* areas. As required in *Workplace* areas, new blocks and streets in *Residential* areas must connect to the surrounding City street grid; where needed, surface parking lots should be located in the interior of blocks and planted with shade trees in an "orchard parking" arrangement. Alleys are recommended to mediate use and density changes.

Central City *Residential* Areas will form denser neighborhoods than elsewhere in the city, offering an alternative for those who would like to live within walking distance of Downtown facilities and services. All buildings face streets. Front setbacks are smaller and used primarily for street definition, with usable yard areas to the side or rear of residences. Garages are located along alleys or setback from the front of the principal structure to minimize visual impact.

## *DEVELOPMENT STANDARDS*

### I. LAND USE

A. PERMITTED USES

1. **Multi-Unit Residential** - up to forty-five (45) units per acre; minimum parcel size shall be one-half (1/2) acre.

2. **Single-Family Residential** - including attached forms such as townhouses, row houses, and the like; maximum lot size shall be 3,630 s.f.

3. **Minimum Density** - shall be twelve (12) units per acre.

4. **Special Condition: Wilbur, Franklin, and Bridge Streets** - a minimum density of twenty (20) units per acre shall apply to the frontages of these streets, in accordance with the "Residential Areas" plan.

B. CONDITIONAL USES

1. **Local-Serving Retail** - up to ten (10) square feet per unit if part of a larger multi-unit development; not to exceed 1,500 square feet per development. Use shall be incorporated within a larger *Residential* building. Freestanding retail buildings shall not be permitted.

2. **Additional Uses** - determined by the City to be of the same general character as those listed above.

### II. BUILDING HEIGHT AND SETBACKS

A. HEIGHT - as measured from sidewalk or finished grade to top of cornice, parapet, or eave line of a peaked roof:

1. **Maximum** - three (3) floors and thirty-six (36) feet.

***Multi-unit Residential buildings must be compatible in scale with single family homes.***

2. **Exceptions** - subject to City review:

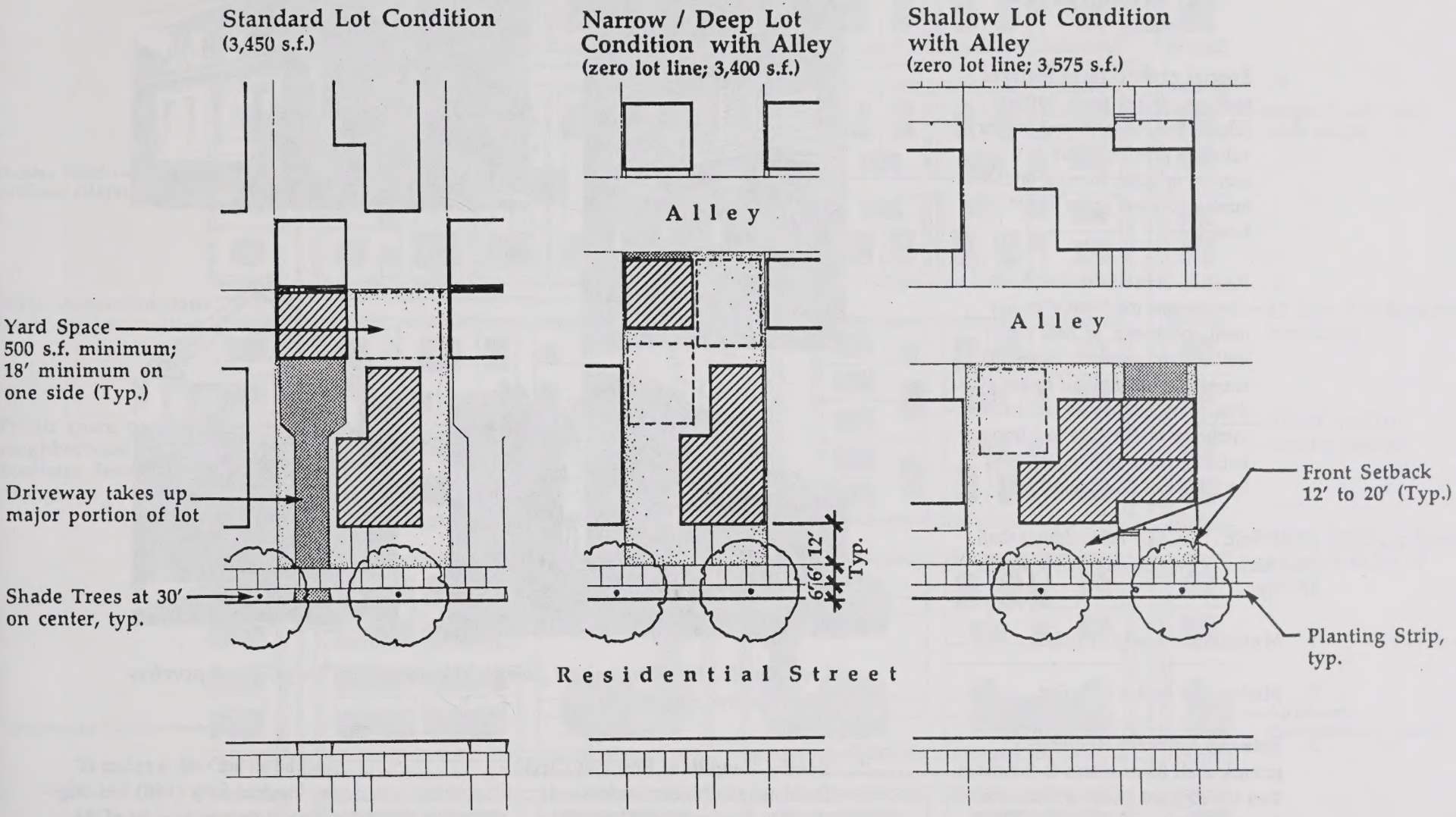
   a. **Above subsurface parking** - buildings may exceed the maximum height by five (5) feet; subsurface structures shall extend no higher than five (5) feet above finished grade.

   b. **Pitched roofs** - A fourth floor may be permitted if enclosed by a pitched roof; i.e. the eave must be at the height limit:

      (i) maximum building height shall be forty-six (46) feet.

      (ii) double-pitched roofs of any kind (gable, hip, pyramid, etc.) and mansard or gambrel roofs provided roof pitch is no steeper than 7:12 are permissible.

# Lot Configuration Examples




PROTOTYPE ILLUSTRATION

# SINGLE FAMILY DEVELOPMENT

(iii) single-pitched "shed" roofs shall not qualify for an exception.

c. **Special architectural features** - such as parapet roofs, towers (clock, bell, observation) or entry volumes, provided there is a cornice or other form of architectural expression at the height limit line.

d. **Rooftop structures** - such as elevator and mechanical equipment enclosures, or roof deck trellises and gazebos; these may exceed the height limit by ten (10) feet, provided they are set back a minimum of ten (10) feet from building walls and are screened by a parapet or sloping roof.

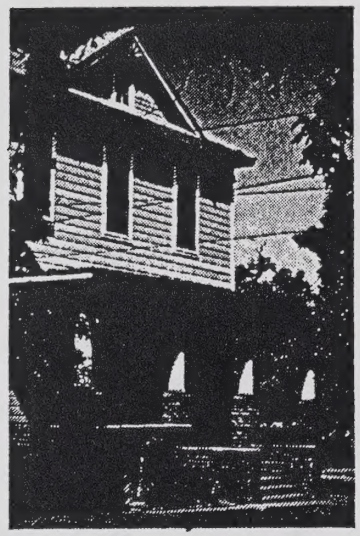
B. FRONT SETBACKS - All buildings shall face public or publicly-accessible streets or ways.

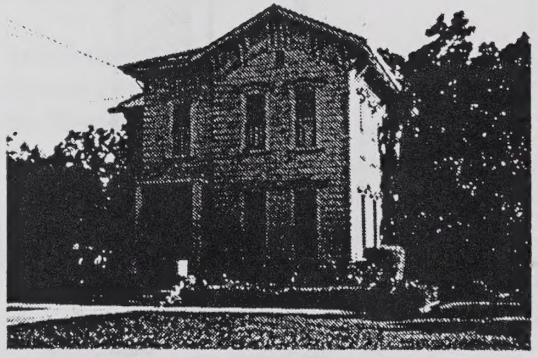
1. **Maximum** - twenty (20) feet.

2. **Minimum** - twelve (12) feet.

3. **Between Adjacent Buildings** - setback shall be no closer to the street than the adjacent building closest to the street, and no farther than the adjacent building farthest from the street.

4. **Open Porches** - may extend a maximum of three (3) feet into the setback.



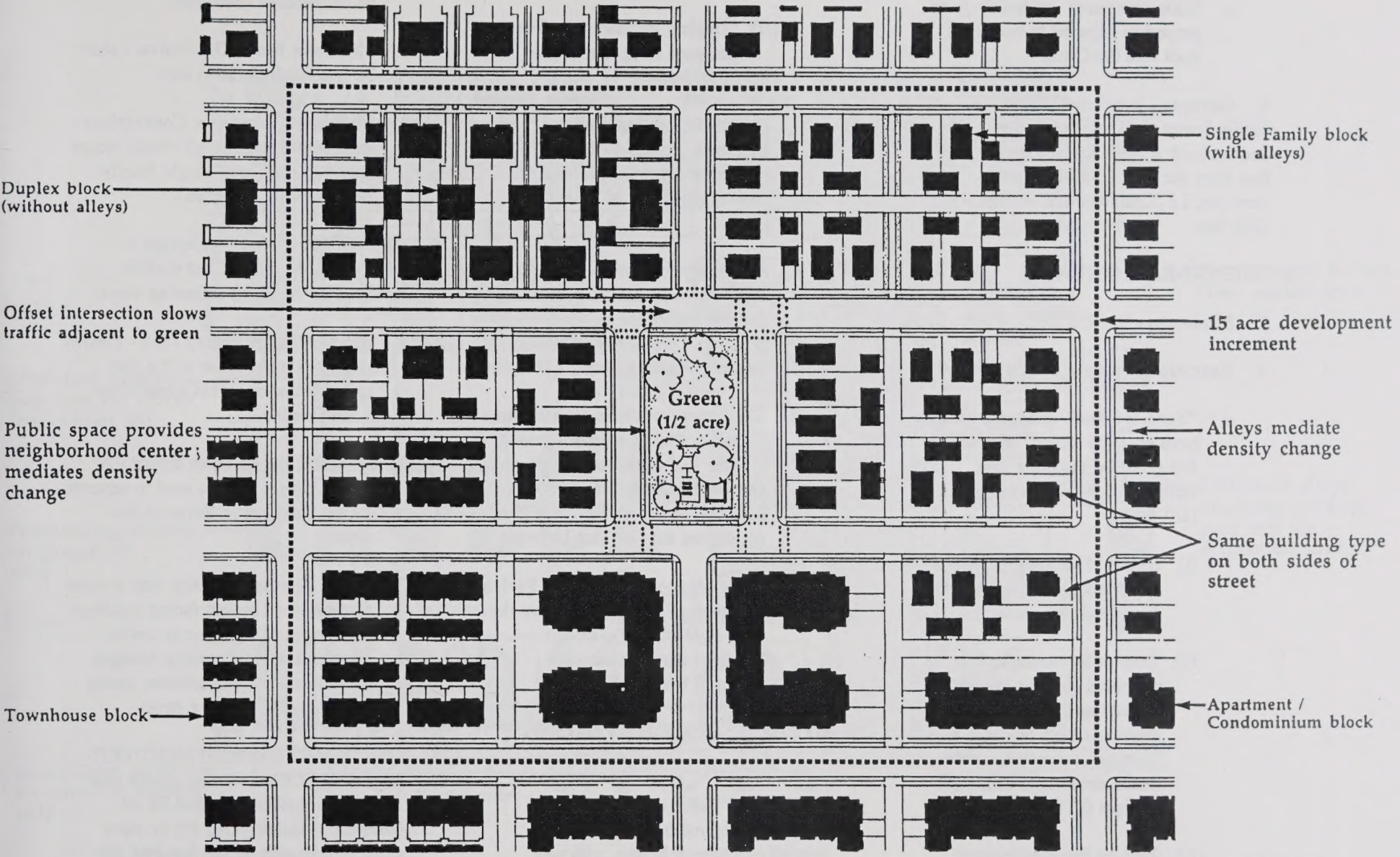


***All residential buildings shall face public streets or ways; front porches and stoops are recommended.***

5. **Special Condition: Franklin Circle** - Buildings shall accommodate and enhance the formal qualities of the Circle:

a. **Required easement** - An easement shall be established on all corners of the Franklin/Wilbur intersection; the easement line shall be an arc with a radius of one hundred forty (140) feet originating at the center point of the intersection.

b. **Setback/build-to line** - shall be twelve (12) feet; buildings shall reflect the form of the Circle with curved or diagonal facade(s).




LAYOUT ILLUSTRATION

# RESIDENTIAL DEVELOPMENT

c. **Main entrances** - to buildings on properties adjacent to the Circle shall face the Circle.

6. **Garages** - associated with single-family homes shall be unobtrusive and set back a minimum of four (4) feet from the front of the residential structure; i.e. a minimum of sixteen (16) feet.

C. SIDE AND REAR SETBACKS

1. **Minimum** - five (5) feet.

2. **Exceptions** - subject to City review:

a. **"Zero lot line" residences** - may have one side setback of zero (0) feet provided the other side setback is a minimum of sixteen (16) feet.

(i) Zero lot line setbacks shall not be permitted abutting existing developed properties.

(ii) Zero lot line setbacks may be permitted abutting existing undeveloped properties if abutting owner provides a building access and maintenance easement a minimum of eight (8) feet in width.

(iii) Zero lot line development shall generally be part of a residential subdivision containing four (4) or more lots.

(iv) "Duplex" structures shall be designed to appear as one large house.

b. **Uninhabitable building elements** - such as chimneys and projecting eaves shall have a minimum setback of three (3) feet.

c. **Accessory buildings eight (8) feet or less in height** - located on the rear half of the lot - no setback is required provided roof area is less than one hundred twenty (120) feet.

d. **Accessory buildings greater than eight (8) feet in height** - located on the rear half of the lot - a side and rear yard setback five (5) feet is required; accessory buildings shall not exceed ten (10) feet in height.

e. **Alley garages** - shall be set back a minimum of five (5) feet from the alley right-of-way. Garage buildings may not exceed a height of twelve (12) feet.

## III. SITE DEVELOPMENT & PARKING

A. BLOCK PATTERN - All development shall be configured into a pattern of generally rectilinear blocks, with new streets and access drives linking to surrounding City streets.

1. **Maximum Block Dimension** - shall be six hundred (600) feet.

2. **Minimum Block Dimension** - shall be two hundred (200) feet.

3. **Midblock Pedestrian Connections** - shall be provided for all blocks longer than 400 feet (see "Single Family Development" diagram).

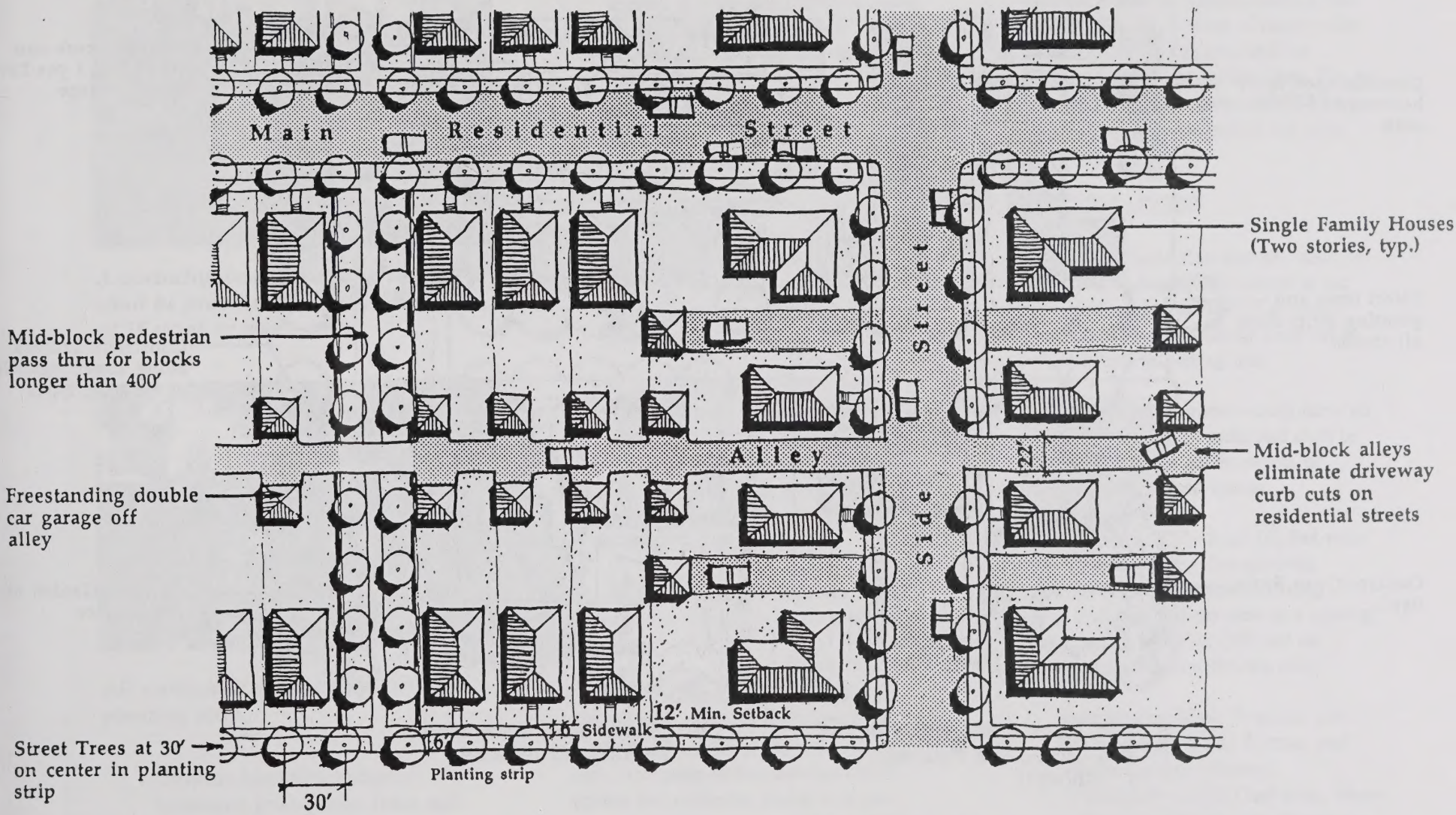
B. DENSITY CHANGES - Changes in density shall be gradual and shall be mediated in one of the following ways:

1. **At the Rear Property Line** - Density changes should occur at the rear property line or across a rear alley when feasible.

2. **Across a Public Open Space** - A green or park may be used to separate facing buildings of different densities.

3. **Along Streets** - Density may change along a street so that facing buildings are always of the same or similar form and density; density changes should never occur between facing buildings, i.e. across a street.

C. MULTI-UNIT DEVELOPMENT: OUTDOOR SPACE - Common, usable outdoor space shall be provided for all buildings containing four (4) or more units. A minimum of one hundred fifty (150) square feet shall be provided for each unit. Private outdoor deck or patio space shall also be provided.

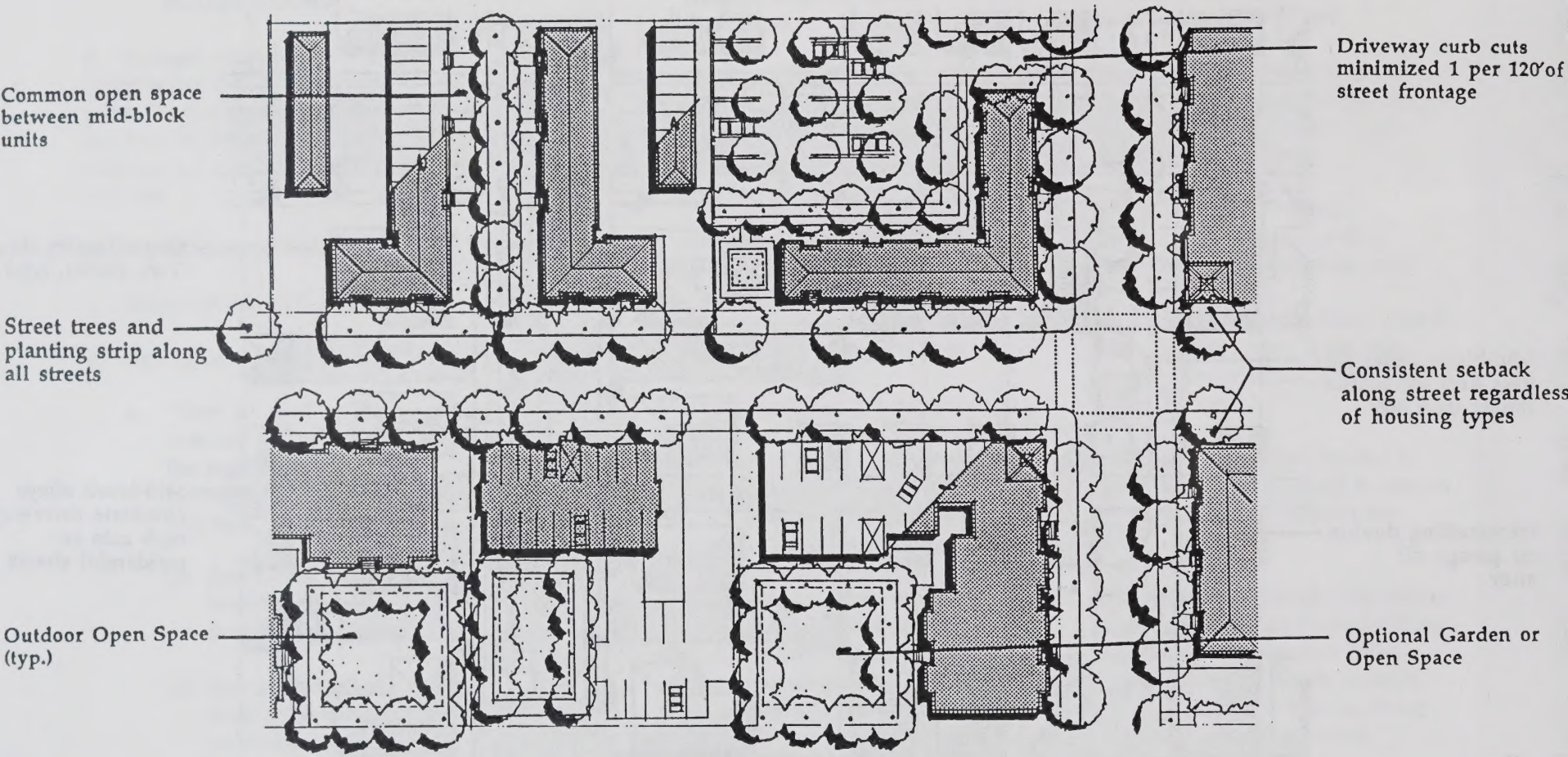

Main Residential Street
Side Street
Alley
Single Family Houses (Two stories, typ.)
Mid-block pedestrian pass thru for blocks longer than 400'
Freestanding double car garage off alley
Mid-block alleys eliminate driveway curb cuts on residential streets
22'
12' Min. Setback
6' Sidewalk
6' Planting strip
Street Trees at 30' on center in planting strip
30'

LAYOUT ILLUSTRATION

# SINGLE FAMILY DEVELOPMENT

a) Mid-Block Units with Car Port and "Tuck-under" Parking (20 du/acre)

b) Corner Units with Surface Parking (20 du/acre)

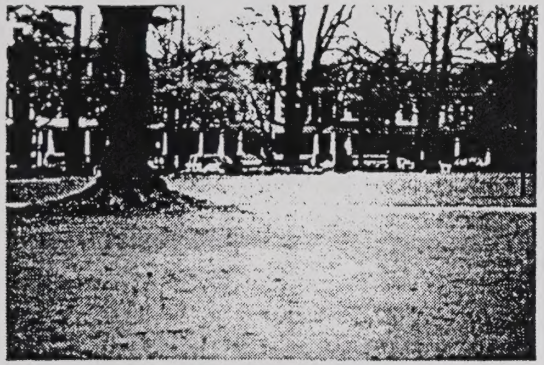

Common open space between mid-block units
Street trees and planting strip along all streets
Outdoor Open Space (typ.)
Driveway curb cuts minimized 1 per 120' of street frontage
Consistent setback along street regardless of housing types
Optional Garden or Open Space

c) Mid Block Units with Surface and Subsurface Parking ( du/acre)

d) Corner with Subsurface Parking (45 du/acre)

LAYOUT ILLUSTRATION

# MULTI-UNIT DEVELOPMENT



***A centrally located green or square shall be provided for residential areas of 15 acres or more.***

***All residential streets should have a planting strip.***

1. **Common Landscaped Space** - A landscaped green/garden space with a minimum area of three hundred twenty five (325) square feet shall be provided for every four (4) units. The location shall be in a courtyard, side yard, rear yard or common green for larger developments. Space shall be rectilinear with no side less than eighteen (18) feet. Space shall be seventy five percent (75%) enclosed by buildings, low walls, low fences, or linear landscaping (e.g. hedges, rows of trees).

2. **Common Hardscape Space** - At least eighty (80) square feet per unit common outdoor paved or deck space shall be provided. This may be satisfied by unit-paved or gravel areas, and shall be connected to the required landscaped space; by common roof deck space; or by any combination of the two.

3. **Private Outdoor Space** - shall be provided at a minimum area of eighty (80) square feet for each unit. This space shall be in the form of a patio or deck attached to the unit, not less than six (6) feet clear in any dimension.

4. **In Storefront Commercial Areas** - sections C and C.1 above shall not apply.

D. SINGLE FAMILY DEVELOPMENT: OUTDOOR SPACE - Each developed parcel shall provide at least one side or rear yard space of five hundred (500) square feet minimum, based on a rectangular configuration, with no side less than eighteen (18) feet.

E. ALL DEVELOPMENT: PUBLIC SPACE - Public space, in the form of a centrally located green or square, shall be provided for all residential development areas encompassing fifteen acres or more. This space shall be approximately a half acre in area. A minimum of seventy-five percent (75%) of this area shall be reserved for lawn or garden areas. The remaining twenty-five percent (25%) may be used for active recreation; e.g. play equipment, tennis, etc.

F. BUILDING ACCESS

1. **Direct Pedestrian Access** - shall be provided from public streets to the main building entrance; i.e. pedestrian access to buildings shall not be restricted to parking lots.

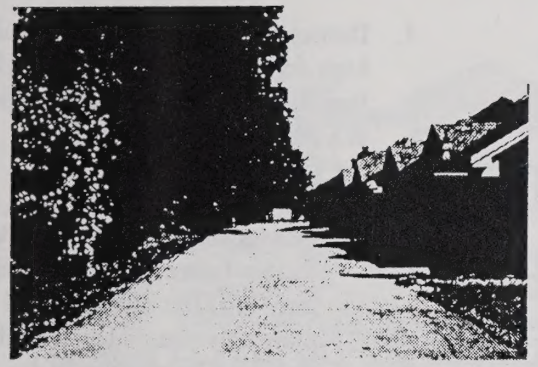
2. **Common Entrances** - shall serve no more than six (6) units, and shall be accessed from public streets or common outdoor spaces.

G. PLANTING STRIP - A six (6) feet wide strip of grass or very low-growing groundcover shall be provided along all street frontages. Shade trees at a spacing of approximately thirty (30) feet on center shall planted within the strip.

1. **Special Condition: Franklin and Percy Avenues, and Plumas and Bridge Streets** - planting strip shall be ten (10) feet wide, where sufficient right-of-way exists, to establish a boulevard appearance and to provide additional buffering for residences.

PROTOTYPE ILLUSTRATION

# SINGLE FAMILY DEVELOPMENT



*Alleys reduce the need for driveways and curbs cuts along neighborhood streets.*

H. VEHICULAR ACCESS/CURB CUTS - shall be shared between buildings wherever possible, and shall be only from alleys where alleys exist.

1. **Alleys** - shall be required to minimize on-street curb cuts and serve vehicular access needs of new development if feasible; City shall make determination based upon size and configuration of proposed development parcel.

2. **Maximum Number** - of curb cuts associated with a single building shall be one (1) two-way curb cut or two (2) one-way curb cuts per one hundred twenty (120) feet of frontage.

3. **Maximum Width** - of curb cuts shall be sixteen (16) feet for a one-way driveway and twenty-four (24) feet for a two-way driveway.

4. **Driveways:**

   a. **Maximum grade** - of ramps shall be sixteen percent (16%).

   b. **Setback from adjacent properties** shall be a minimum of five (5) feet.

   c. **Setback from adjacent buildings** shall be a minimum of three (3) feet.

I. PARKING

1. **Requirements** - two (2) spaces per two-bedroom unit or larger; one (1) space per one-bedroom unit or studio.

2. **Subsurface Garages** - are recommended for multi-unit development, but shall not extend more than five (5) feet above finished grade.

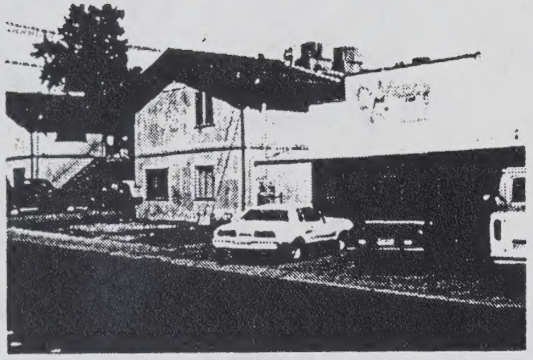
3. **Location of Surface Parking Lots** - shall always be to the rear of buildings (with the exception of alleys); in no case shall surface parking lots be closer to surrounding streets than forty (40) feet.

*Garages shall be located to the rear of buildings.*

4. **The Perimeter of Parking Areas and Driveways** - adjacent to streets and sidewalks shall be screened with an attractive low wall, fence, or line of piers between 32" and 48" in height. (See "Design Guidelines" for walls and fences.)

5. **Parking Areas Shall be Planted** - with shade trees at a ratio of one (1) tree for every three (3) parking spaces in an "orchard" planting arrangement. (See "Orchard Planting" diagram.)

6. **On-Street "Parking Pockets"** - shall be permitted subject to City review. Street trees may be planted in curbed beds within the parallel parking zone to add street amenity and to help to



***Residential buildings without porches and stoops and buildings with parking in front create inhospitable streets.***

slow traffic. Curbed beds shall extend no more than five (5) feet from curb, and spacing should be no closer than twenty-five (25) feet on center.

7. **Garage Doors** - or gates shall be provided for all garages. The maximum width for common garage entrances shall be twenty (20) feet for double doors and ten (10) feet for single width doors.

8. **Freestanding Garages** - shall be located to the rear of buildings.

   a. **Individual garage bays and doors** - shall be provided.

   b. **A maximum of three (3) garage doors** - may be lined up consecutively; a space of five (5) feet shall be provided between each group of doors.

9. **Handicapped Accessibility Standards** - Refer to *California State Accessibility Standards - Interpretive Manual*, latest edition.

J. SCREENING & LANDSCAPING

1. **Adjacent to Designated Residential Areas** - attractive screen fences or walls shall be provided along the property line to screen multi-unit buildings, service areas, and parking areas; a five (5) foot planting area shall be established adjacent to the fence or wall with deciduous trees at a minimum spacing of twenty (20) feet on center.

2. **Trash and Service Equipment** - including satellite receiving dishes shall be located in rear yard areas and enclosed or screened by landscaping, fencing or other architectural means.

3. **Screen Fences and Walls** - not adjacent to streets and sidewalks shall be a maximum of six (6) feet in height. (See "Design Guidelines" for recommendations on type and materials.)

## *DESIGN GUIDELINES*

A. MULTI-UNIT BUILDINGS - should be compatible in form with single family houses, with a high quality, center city residential character.

1. **Domestic Scale** - Buildings should have forms characteristic of single family houses, enlarged and adapted to a multi-unit building scale:

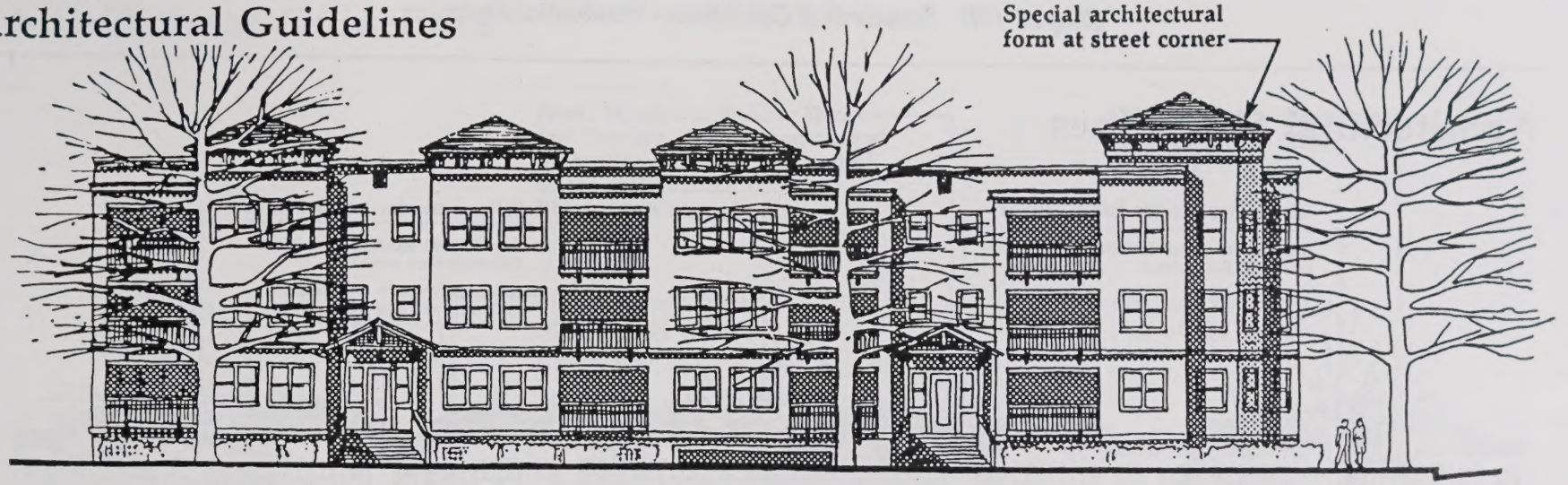
   a. **Building increment** - Long facades should be divided into shorter segments a maximum of forty (40) feet in length, and preferably less. They should be separated by changes in the building mass, such as entrance porches, notches, bay windows, etc.

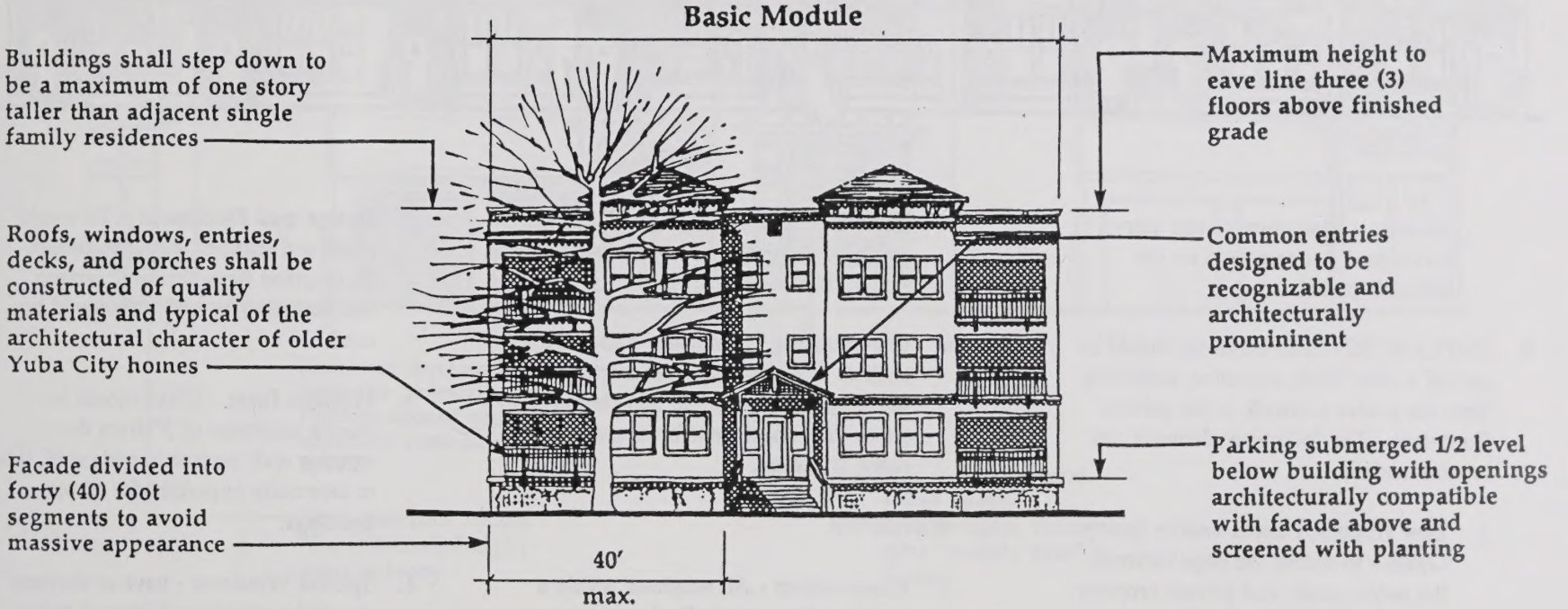
   b. **Architectural elements** - that create space or add scale, such as courtyards, porches, balconies, trellises and bay windows, are recommended.

   c. **Roofs and rooflines** - should contribute to a residential image; sloped roofs, dormer windows, and other features associated with traditional forms of residential development are recommended. Long expanses of uninterruped roofline should not occur.

   d. **Variety of floor plans** - within buildings is recommended to vary the overall form and to accommodate residents in different stages of the life cycle.

2. **Adjacent To Single Family Residences or Designated Single Family Areas** - Buildings should step

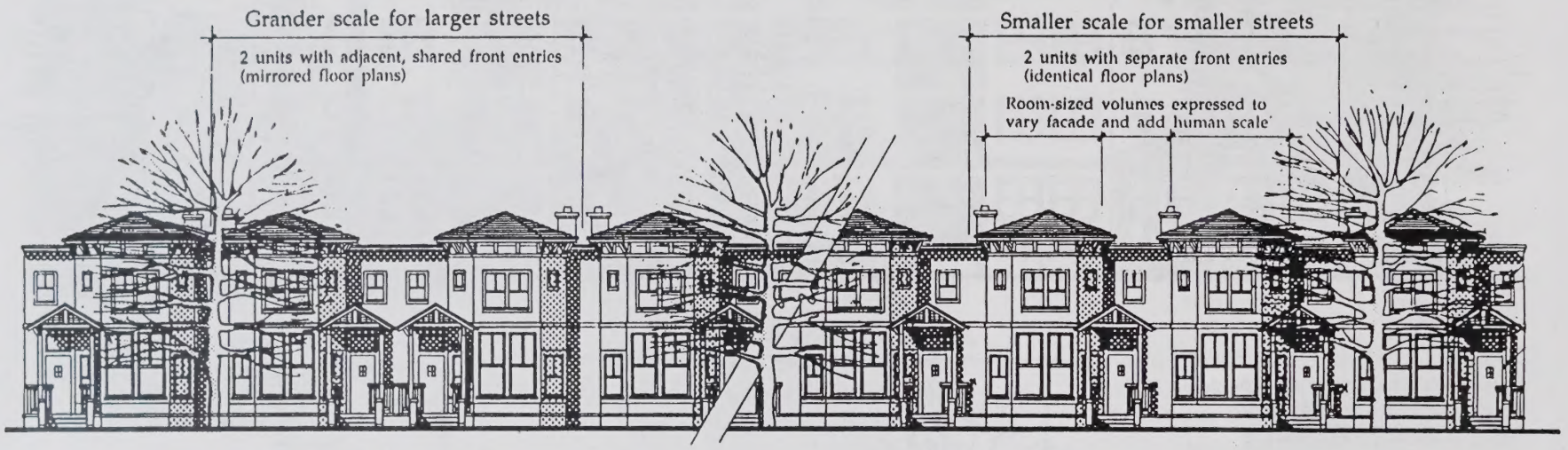




Basic Module
Buildings shall step down to be a maximum of one story taller than adjacent single family residences
Roofs, windows, entries, decks, and porches shall be constructed of quality materials and typical of the architectural character of older Yuba City homes
Facade divided into forty (40) foot segments to avoid massive appearance
40'
max.
Maximum height to eave line three (3) floors above finished grade
Common entries designed to be recognizable and architecturally prominent
Parking submerged 1/2 level below building with openings architecturally compatible with facade above and screened with planting

PROTOTYPE ILLUSTRATION

# MULTI-UNIT DEVELOPMENT

# Architectural Guidelines


Grander scale for larger streets
2 units with adjacent, shared front entries (mirrored floor plans)
Smaller scale for smaller streets
2 units with separate front entries (identical floor plans)
Room-sized volumes expressed to vary facade and add human scale

down to a maximum of one story (1) taller than that permitted on the adjacent parcel.

B. ENTRANCES - to all buildings should be part of a clear entry sequence, extending from the public sidewalk to the private front door. The following elements are recommended:

1. **Low Hedges, Fences and/or Entry Gates** - to define the edge between the public street and private property.

2. **Building Elements** - stairs, stoops, and porticoes, to create attractive semi-public spaces within front yard areas.

3. **Ornamental Lighting** - on porches and walks to increase attractiveness, safety, and security.

4. **Freestanding Landscape Elements** - such as trellises, arbors, and special landscape materials that add character to yard spaces and/or accent the entry sequence.

C. WINDOWS

1. **Composition** - All windows within a building, large or small, should be related in operating type, proportions, or trim. Other unifying elements should be used, such as common sill or header lines.

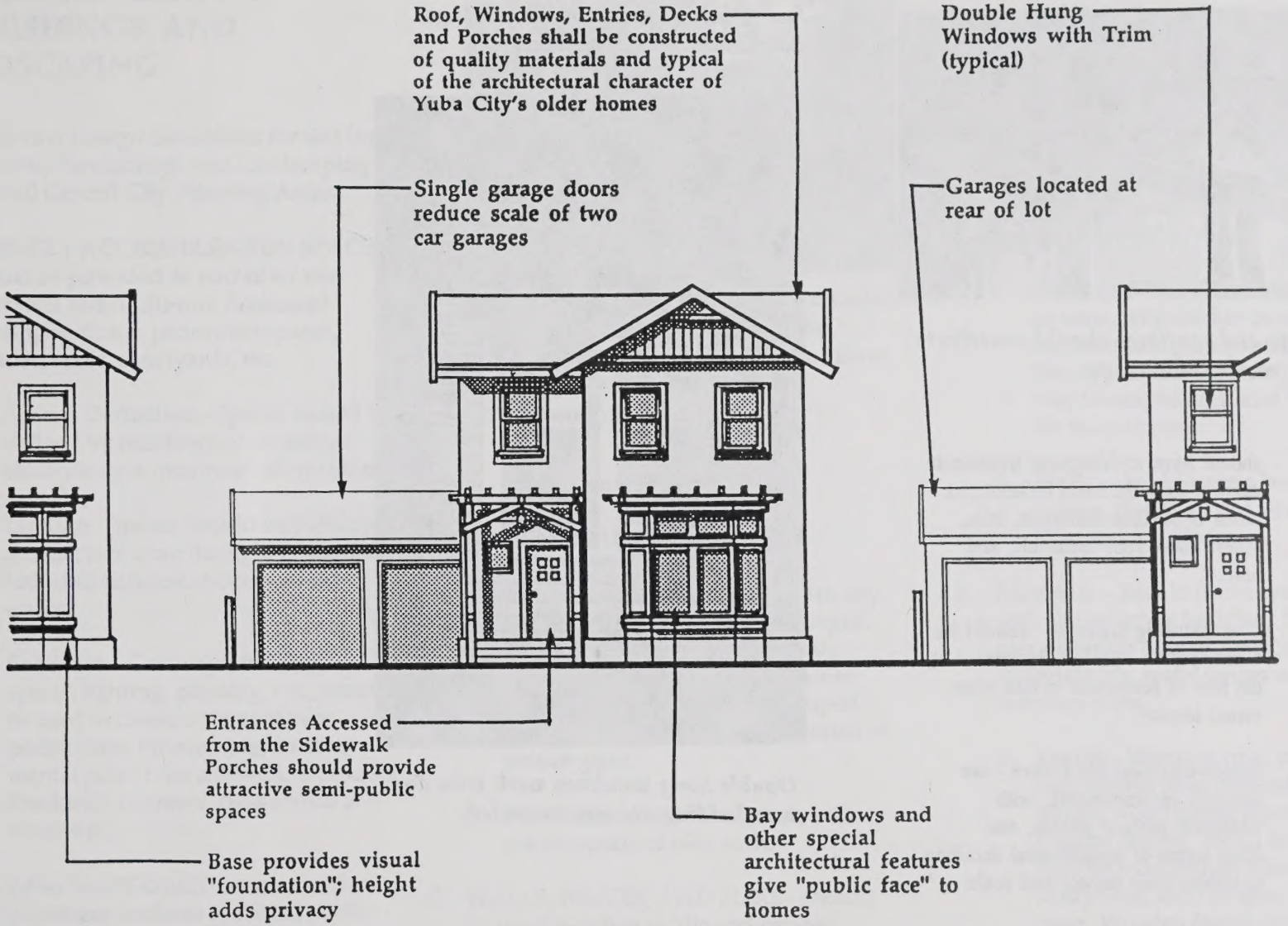
2. **Design and Placement** - To create relief and texture, windows should be recessed from the wall surface, and built-up sills and trim should be used.

3. **Window Inset** - Glass should be inset a minimum of 3" from the exterior wall surface to add relief; this is especially important for stucco buildings.

4. **Special Windows** - bays or dormers should be used to add interest and a domestic expression to the facade.

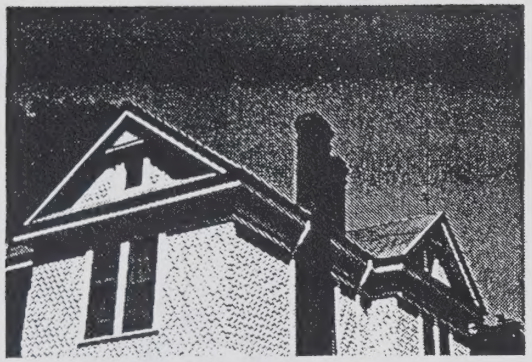
D. OUTBUILDINGS

1. **General** - Outbuildings of all types


Roof, Windows, Entries, Decks and Porches shall be constructed of quality materials and typical of the architectural character of Yuba City's older homes
Double Hung Windows with Trim (typical)
Single garage doors reduce scale of two car garages
Garages located at rear of lot
Entrances Accessed from the Sidewalk Porches should provide attractive semi-public spaces
Base provides visual "foundation"; height adds privacy
Bay windows and other special architectural features give "public face" to homes

PROTOTYPE ILLUSTRATION

# SINGLE FAMILY DEVELOPMENT



*Roofs and rooflines should contribute to a residential image.*

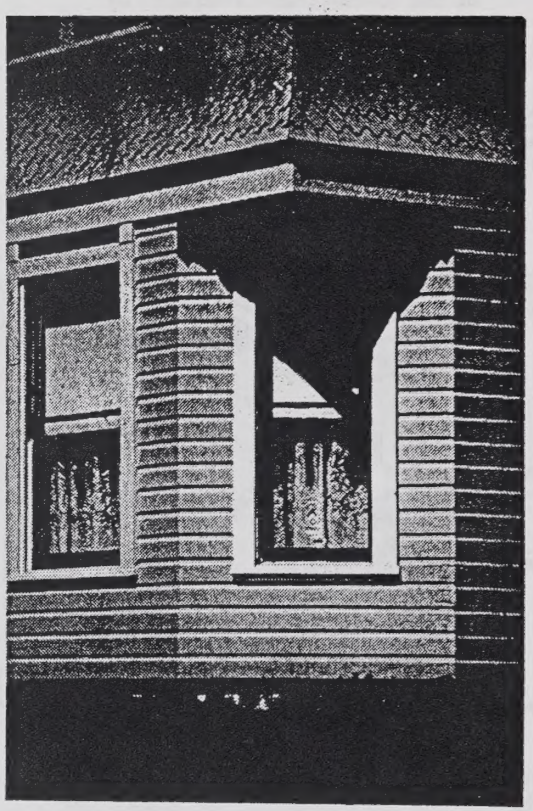
should have architectural treatments derived from the main building, in terms of surface materials, trim, fenestration, roof materials, and colors.

2. **Freestanding Garages should be Unobtrusive** - preferably located at the rear of properties to minimize visual impact.

3. **Single-Car Garage Doors** - are strongly recommended, with windows, surface panels, and other forms of architectural detailing to reduce their impact and scale.

4. **Built-In Garages** - should blend with the form of the residence.

E. RECOMMENDED PLANT MATERIALS- See "Site Improvements, Furnishings, and Landscaping" (next section).



***Double hung windows with trim and wood siding are recommended.***

# SITE IMPROVEMENTS, FURNISHINGS, AND LANDSCAPING

The following Design Guidelines for Site Improvements, Furnishings, and Landscaping apply to all Central City Planning Areas.

A. PUBLICLY ACCESSIBLE OPEN SPACE - should be provided as part of all new *Workplace* and multi-unit *Residential* development; e.g. pedestrian spaces, arcades, malls, courtyards, etc.

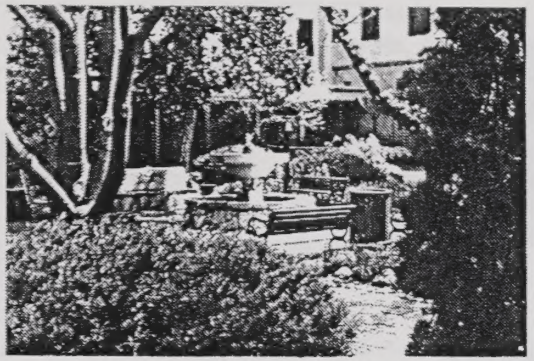
1. **Spatial Definition** - Spaces should be defined by buildings or landscape elements on a minimum of two sides.

2. **Linkage** - Spaces should be publicly accessible during daylight hours and linked to adjacent streets and side walks.

3. **Sequence** - Gateways, trellises, special lighting, planting, etc., should be used to create a sequence for pedestrians: for example, an ornamental gate at the sidewalk, a passage lined with columns, then arrival at a courtyard.

B. PAVING MATERIALS - recommended for pedestrian surfaces are listed below. In general, a maximum of two materials should be combined in a particular application:

1. **Stone** - such as slate or granite.



***Publicly accessible open space, arcades, malls, courtyards, etc., should be provided as part of all new Workplace and Multi-unit Residential development.***

2. **Brick Pavers.**

3. **Concrete Unit Pavers.**

4. **Poured-In-Place Concrete** - with any of the following treatments: integral pigment color; special aggregate; special scoring pattern; ornamental insets such as tile; pattern stamped. All concrete walks should be tinted to reduce glare.

5. **Not Recommended** - asphalt, with the exception of bike paths.

C. WALLS, FENCES, AND PIERS - should be used to define public and private boundaries and spaces.

1. **Design** - Walls, fences, and piers should be designed to be compatible with the character of district buildings.

a. **Walls and fences should be open and low along streets** - to maintain an open character and sight distance and clearance.

b. **Fence and wall panels** - should be divided into regular modules that reflect the module of the principal building, especially for publicly-visible areas.

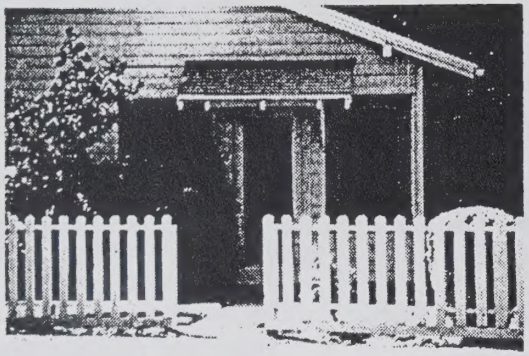
c. **Thick and thin elements** - should be used, with thicker pieces for supports and panel divisions. Fenceposts and support pillars may be emphasized and built up for this purpose.

d. **Walls** - should have a base and coping. (See Wall and Fence Composition diagram).

2. **Materials** - should be compatible with the principal building. Post or pier materials may differ from fence materials; e.g. metal fences with masonry piers.

a. **Fences** - Wrought iron, cast iron, and welded steel ornamental fences; wood picket fences of substantial design. Metal fences also may be mounted on a low masonry wall, and/or span masonry piers. Wooden fences in non-residential areas should be painted, preferably with a light color.

b. **Walls** - recommended are brick, stone, concrete, precast concrete,



***Fences should be open and low along streets and match the architectural style of the principal building.***

and stucco-faced concrete or concrete block.

c. **Piers** - For spatial separation, a line of freestanding piers is acceptable. A continuous chain suspended between piers can be an effective and attractive device for creating a separation.

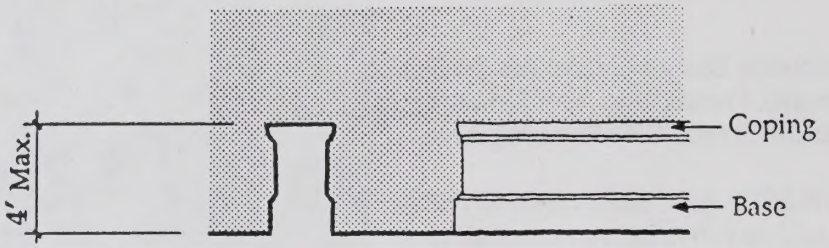
(i) **Spacing**: no more than eight (8) feet on center.

(ii) **Thickness**: at least twelve (12) inches per side or diameter.

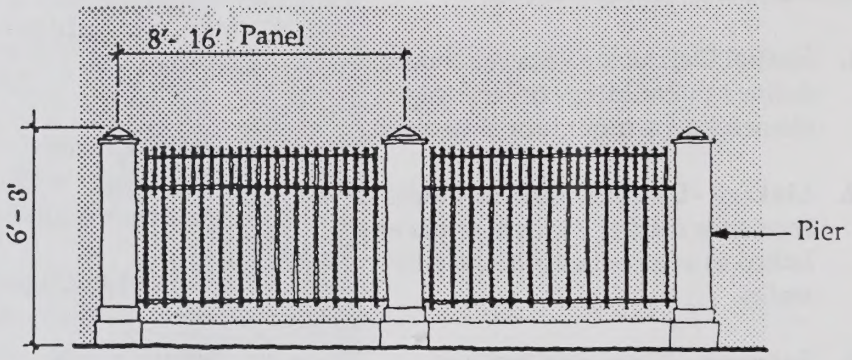
(iii) **Height**: at least three (3) feet.

(iv) **Materials**: should be the same or complementary to the principal building.

# Wall & Fence Composition




LOW WALL




SCREEN FENCE

3. **Not Acceptable:**

a. **Standard chain link fences** - If used, chain link should be coated with nylon, preferably of a dark color. Chain link fences should be made more attractive by using masonry or heavy wood or metal posts.

b. **Unfinished or unsurfaced concrete block walls** - should not be used; block walls should be coated with stucco or a similar surface.

c. **Rustic wood fences** - split rail, etc. Painted picket fences are recommended.

*Street trees should be consistent in form and spacing; deciduous trees are recommended.*

d. Barbed wire/razor wire.

D. FURNISHINGS, ART WORK, AND SPECIAL FEATURES - are recommended for public and/or common outdoor spaces.

1. Permanent Outdoor Seating - is recommended in all publicly-accessible ways and spaces. Seating should be either:

   a. Incorporated - as part of the design of the building base, or;

   b. Custom designed - in a style related to the architecture of the building (permanent benches of stone, brick or precast concrete), or;

   c. Catalog items - of substantial materials appropriate for the center of the City; e.g. steel or cast iron, precast concrete, or substantial wood.

2. **Portable Seating** - movable chairs, tables for cafes and other furniture should be of substantial materials, preferably metal or wood rather than plastic.

3. **Street Clocks, Directory Kiosks, and Permanent Freestanding Showcase Displays** - are encouraged for commercial buildings, subject to City review for adequate clearances, safety, and design requirements. Designs should reflect the architecture of the sponsoring building or store-front.

4. **Fountains** - are recommended in open courtyard and passage spaces to provide relief in hot weather. The design and materials should be related to the principal building.

5. **Public Art** - such as wall murals and public sculpture in *Workplace* and *Storefront Commercial* Areas is encouraged, subject to City review. Art should be located in highly-visible places specifically designed or modified to accommodate it.

6. **Surface Parking Lots should Employ Space-Defining Elements** - such as arcades, trellises, columns, light standards, walls and railings, stairs and ramps, trees, climbing vines, arbors, and hedges to provide visual interest; use of these elements should be consistent with the principal building and other site features.

E. PLANT MATERIALS AND LANDSCAPING - For additional information, refer to the "Yuba City Urban Area Landscape Tree List" published by the City.

1. **Plant Materials Along the Thoroughfares** - should contribute to a harmonious, civic character.

   a. **Street trees** - should be planted between the sidewalk and the roadway to create a buffer between pedestrians and automobiles. Consistency in tree species, tree size, and spacing should be used to reinforce a strong street identity and character.

   b. **Trees with open branching structures** - should be used. Deciduous trees are recommended.

   c. **Planting areas** - should have a simple palette of plant species.

   d. **Complex planting schemes** - should not be used in front yard areas.

   e. **Plant materials that exhibit annual or seasonal color** - are recommended to highlight special locations, such as main building entries.

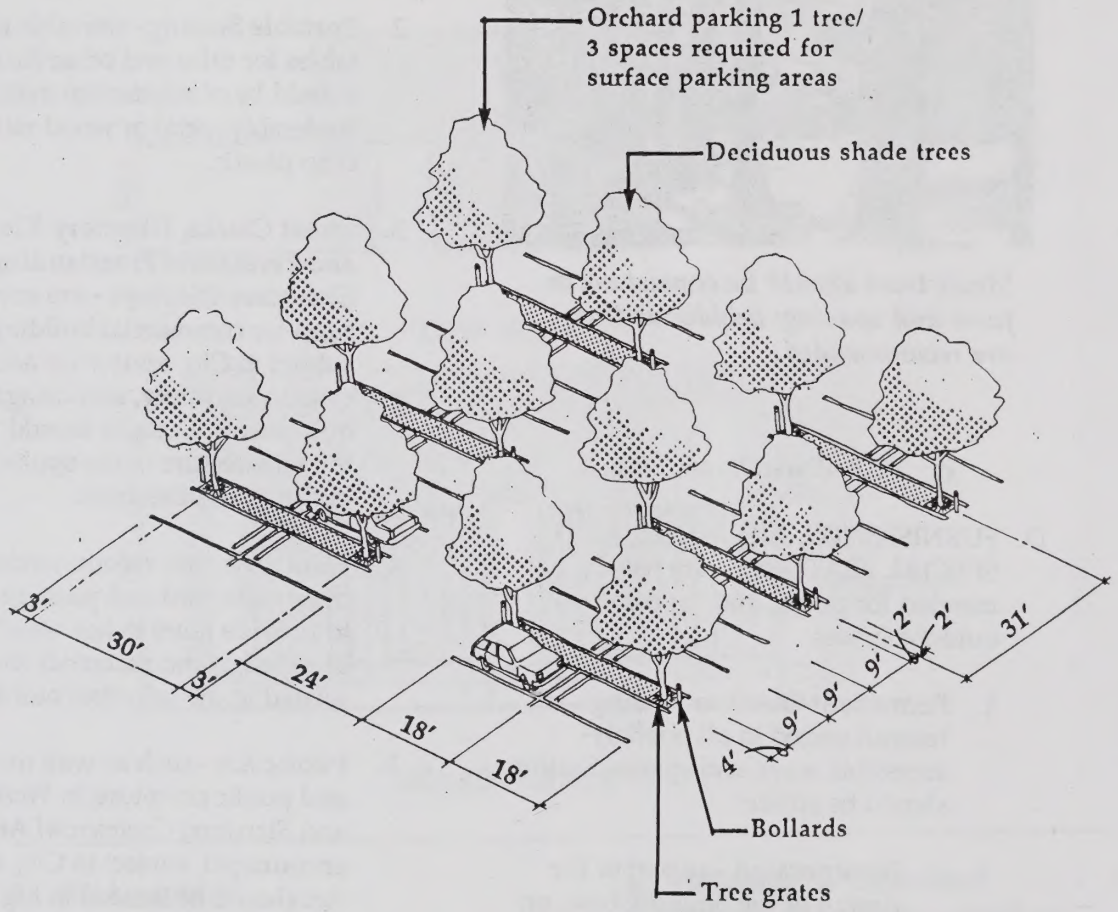
2. **"Orchard Parking"** - shall be employed in all surface parking lots. It provides more trees than typical parking lot landscape approaches without the need for islands between parking bays. The "orchard" tree placement provides better shade on the passenger compartment and more even shade and vegetation throughout the parking area. As illustrated by the diagram on the following page, trees shall be planted toward the rear of parking stalls to create a grid of trees rather than isolated rows of trees. Deciduous shade trees should be planted between every three (3) parking spaces; at a minimum trees must be planted between every five (5) spaces.

3. **Plant Materials in Other Locations** - should be selected and placed to reflect both ornamental and functional characteristics.

   a. **Deciduous trees** - should be the predominant large plant material used. They should be located adjacent to buildings and within parking areas to provide shade in summer and allow sun in winter. Species should be selected to provide fall color and to minimize litter and other maintenance problems.

   b. **Evergreen shrubs and trees** - should be used as a screening device, for example, along rear property lines, around mechani-

## Orchard Parking*




*** parking lots may contain 90 degree and/or angle stalls; aisle and stall dimensions are for reference only**

cal appurtenances, and to obscure grillwork and fencing associated with subsurface parking garages.

c. **Flowering shrubs and trees** - should be used where they can be most appreciated, adjacent to walks, recreational areas, or as a framing for building entries, stairs, and walks.

d. **Plants with annual or seasonal color** are recommended to highlight special locations, such as courtyards, building entrances, or access drives.

F. SURFACE GRADING - should be minimized to maintain a formal and traditional character of development throughout the Central City. The following guidelines are strongly recommended:

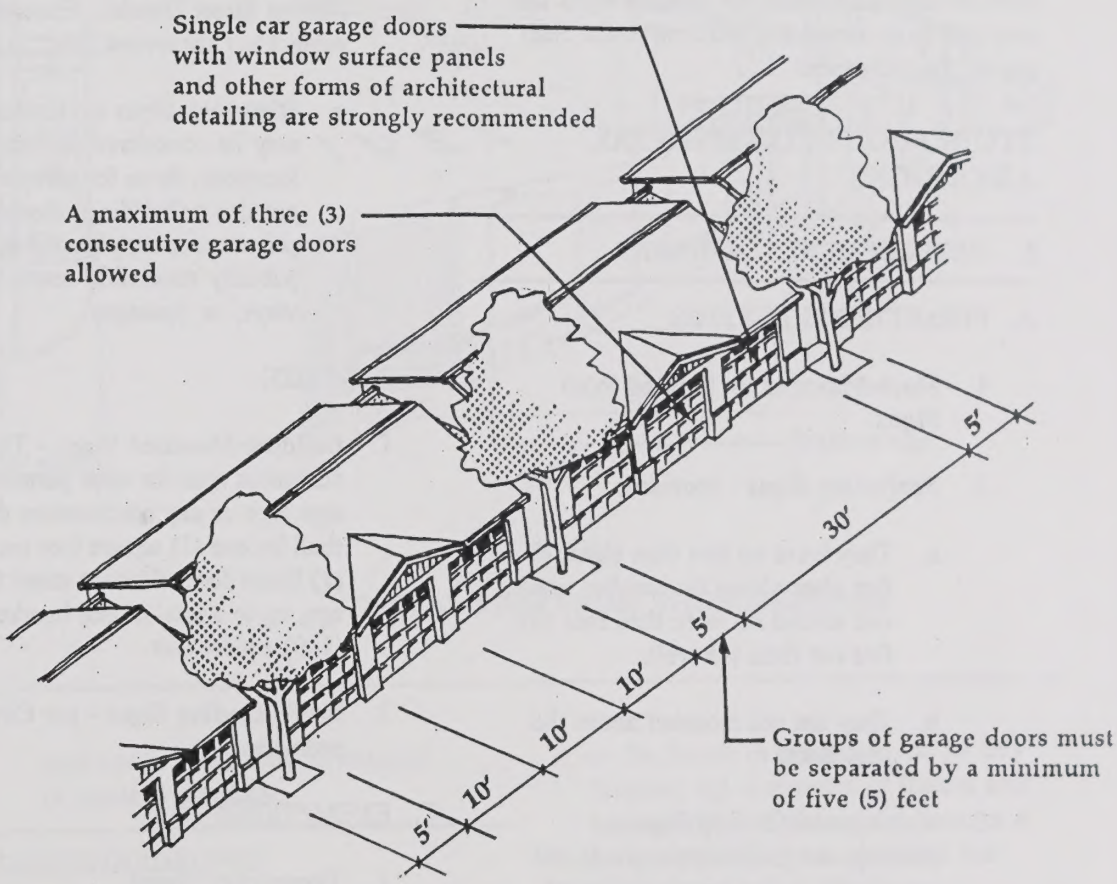
1. **Sheet Drainage** - from buildings to parking areas and perimeter road ways.

2. **No Cross Slopes in Excess of 2%** - for landscaped or paved areas. Optimum slope for paved areas to be 1.5%, depending on roughness of paving surface.

3. **Drainage Areas** - should be sized as required to prevent perceptible grade differentials. This may reduce the drainage areas demarcated on the grading concept plan, depending upon system capacities.

4. **Mounding Earth** - to elevate buildings, or "berming" earth against buildings, is not acceptable.

## Garage Bays & Spacing


Single car garage doors with window surface panels and other forms of architectural detailing are strongly recommended
A maximum of three (3) consecutive garage doors allowed
5'
30'
5'
10'
10'
10'
5'
Groups of garage doors must be separated by a minimum of five (5) feet

# SIGNS

Signs must be more than just a way to relay information; they must be an architectural extension of a building. The objective of the standards and guidelines is not to create uniformity, but to eliminate those elements that result in a cluttered and unattractive physical environment. They provide basic parameters for creative signs that may still be as varied and different as the businesses they represent.

## STOREFRONT COMMERCIAL AREA SIGNS

### I. DEVELOPMENT STANDARDS

A. PERMITTED SIGN TYPES

1. **Flush-Mounted or Painted Wall Signs.**

2. **Projecting Signs** - provided:

   a. They leave no less than eight (8) feet clear above the finished grade, and extend no more than four (4) feet out from the wall;

   b. They are not mounted above the first floor.

3. **Awning and Canopy Signs** - Awnings are primarily for shade and secondarily a sign location. Letters and graphics are limited to two surfaces and shall not exceed fifty percent (50%) of the total awning/canopy area. When added to the area of any Building-Mounted Signs the total shall not exceed one hundred (100) square feet. Internally illuminated "balloon" awnings are not permitted.

4. **Free Standing Signs** - Pole-mounted and/or other forms of free standing signs shall not be permitted in the Plumas Street District. Exceptions, subject to City review, are:

   a. **Directory signs or kiosks** - These may be considered for sidewalk locations; those for private arcades or buildings should be on private property, located in publicly accessible courts, accessways, or passages.

B. SIGN SIZE

1. **Building-Mounted Signs** - The maximum area for each permitted sign type or any combination thereof shall be one (1) square foot per one (1) linear foot of tenant street frontage, up to a total of one hundred (100) square feet.

2. **Free Standing Signs** - per City ordinance.

C. EXEMPTIONS

1. **Temporary Signs:**

   a. A-Frame Signs - limited to one sign for each business not to exceed two (2) feet wide by four (4) feet high, with no sharp edges. Signs shall be displayed on the sidewalk adjacent to the business it is advertising, during business hours only. Signs shall be located so as to provide a minimum clearance of forty-eight (48) inches on the sidewalk for handicap accessibility, as required by State law.

   b. Special Event Signs - for sales and product promotions subject to the provisions of Section 8-5.6308. Special Event Signs, of the Zoning Regulations.

2. **Permanent Signs** - in addition to those permitted above shall be limited to:

   a. Existing built-in signs that are integral to the building design.

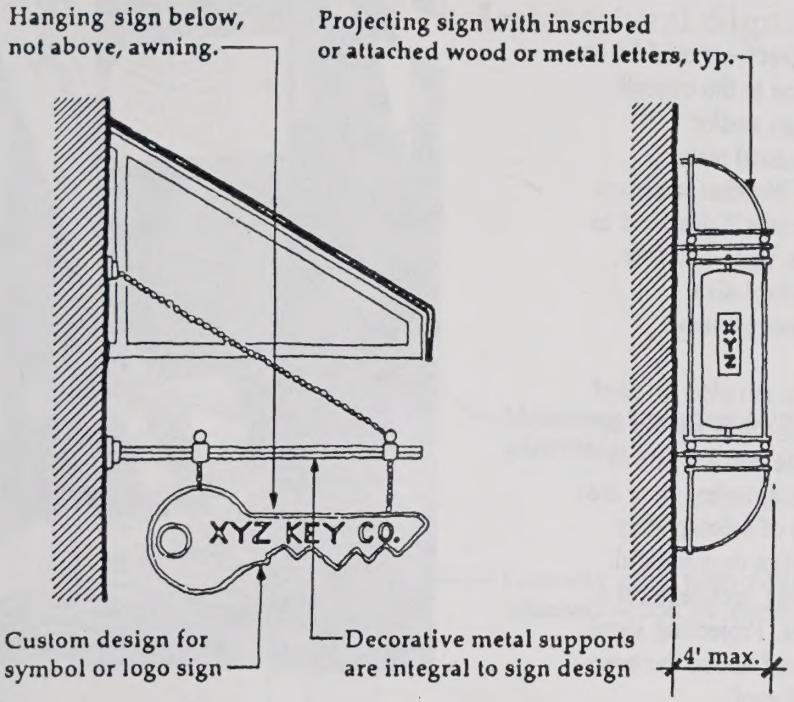
   b. Painted window signs that have a maximum of twenty percent (20%) of the window area.

   c. Any sign identifying hours of operation that have an area of less than three (3) square feet.

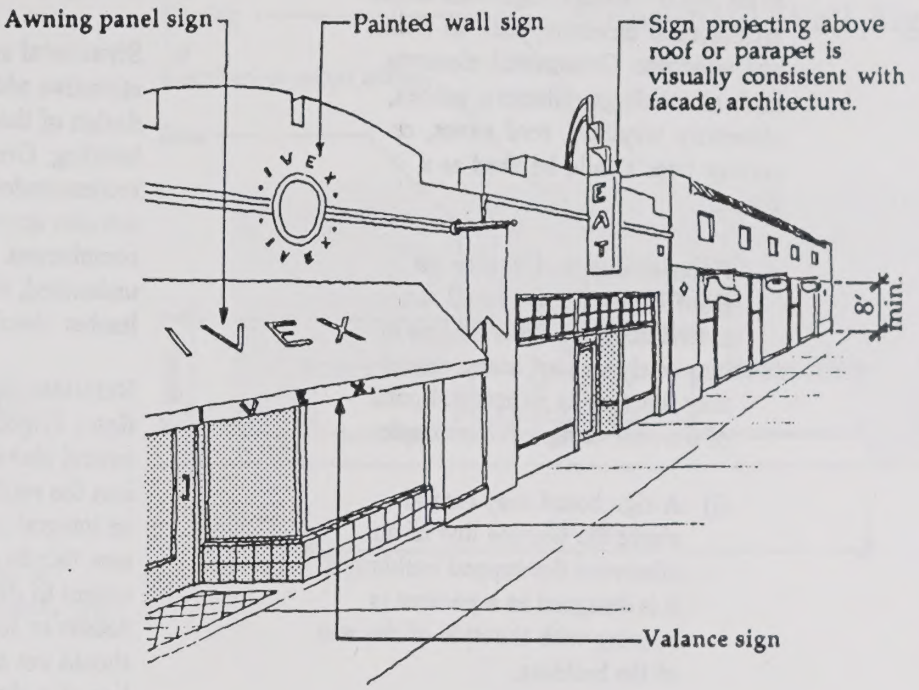
D. SIGN MAINTENANCE - High levels of maintenance are essential if investment in the Central City is to be encouraged. Because signs are meant to be seen, maintenance is especially important.

1. **Paint** - Signs shall be retained in good condition, with touch-up or repainted as needed. Peeling paint should be replaced promptly.

# Storefront Commercial Signs


Hanging sign below, not above, awning.
Projecting sign with inscribed or attached wood or metal letters, typ.
XYZ KEY CO.
XYZ
Custom design for symbol or logo sign
Decorative metal supports are integral to sign design
4' max.

PROJECTING SIGNS




TYPICAL VIEW FROM THOROUGHFARE

2. **Repair** - Damaged signs and poles shall be repaired promptly.

3. **Illumination** - Bulbs and fixtures shall be replaced promptly if they burn out or are broken.

4. **Awnings** - Awnings that are damaged and/or faded shall be repaired or replaced promptly.

## II. DESIGN GUIDELINES

A. ARCHITECTURAL COMPATIBILITY - A building's architectural style and overall proportions should guide the design of signs. Signs should be located on the facade in areas designed for this function; e.g. a recessed or framed area between the first and second floor, or a parapet panel between shopfront and roofline.

B. SIGN TYPES:

1. **Flush-Mounted and Painted Wall Signs** - should align with major architectural elements, such as doors and windows. Ornamental elements, such as moldings, pilasters, arches, clerestory windows, roof eaves, or cornice lines should be used as a frame.

   a. **Relationship to Cornice or Roof Line** - Signs should not extend above the cornice line or into or above roof areas, unless they function as an integral part of the roof design. For example:

      (i) A sign board may extend above the cornice line of an otherwise flat-topped building if it is designed as a parapet in keeping with the style of the rest of the building.

      (ii) A sign board may extend above an existing parapet, if it is located to function as an accent to the basic parapet design.

2. Projecting Signs

   a. **Proportion** - Projecting signs with vertically-oriented messages should be slender in appearance, with a proportion of at least 2:1, height to width. Projecting signs with horizontally-oriented messages may be rectangular or square; if located below an awning or canopy as a hanging "blade" sign, they should also be slender, proportioned 2:1 width to height.

   b. **Structural support** - should be an attractive addition to the overall design of the sign and/or building. Ornamental metal is recommended. Wooden supports are also appropriate if designed to complement the sign; however, undetailed, standard-size lumber should not be used.

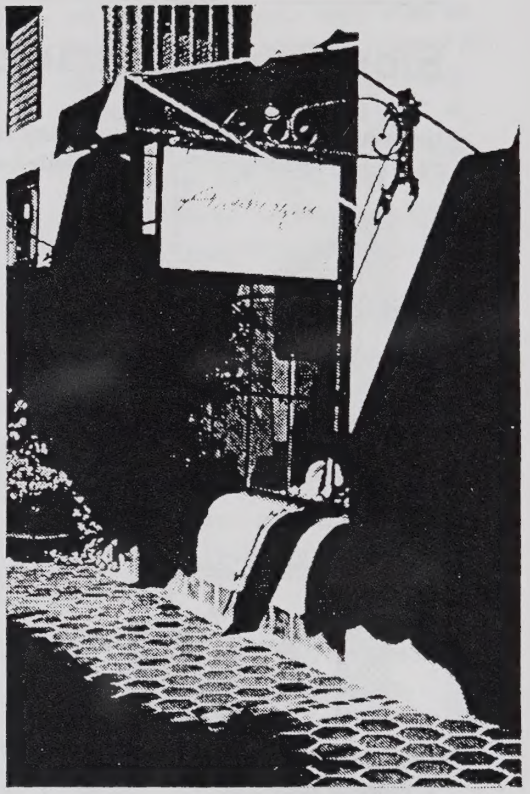
   c. **Relationship to cornice or roof line** - Projecting signs should not extend above the cornice line or into the roof area, unless they are an integral part of a completely new facade design or a faithful accent to existing architectural details or forms. Projecting signs should not extend above the eave line of a sloped roof.

3. **Awning and Canopy Signs**:

   a. **Color** - combinations for awning or canopy signs should be simple. Lettering color and background color should contrast for legibility. Subtle bands of color are appropriate for awnings; more complex patterns or textures should generally not be used.

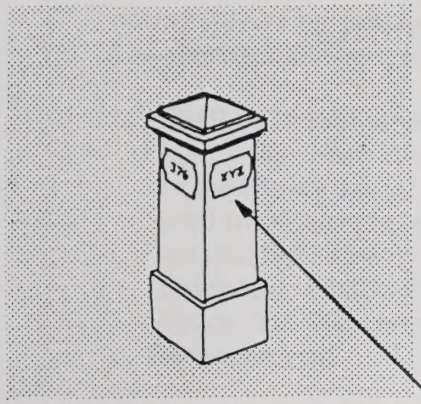
   b. **Location of message: awnings** - Lettering may appear on the sloped or curved portion, but should not dominate. Ancillary information may be located on the valance (the front vertical portion).

   c. **Location of message: canopies** - Signs on canopies should be in the form of letters or a signboard integrated with the canopy fascia.



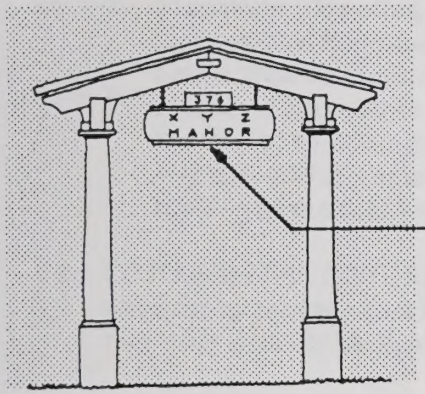
*Ornamental metal is recommended for structural support of projecting signs.*

# Freestanding Signs



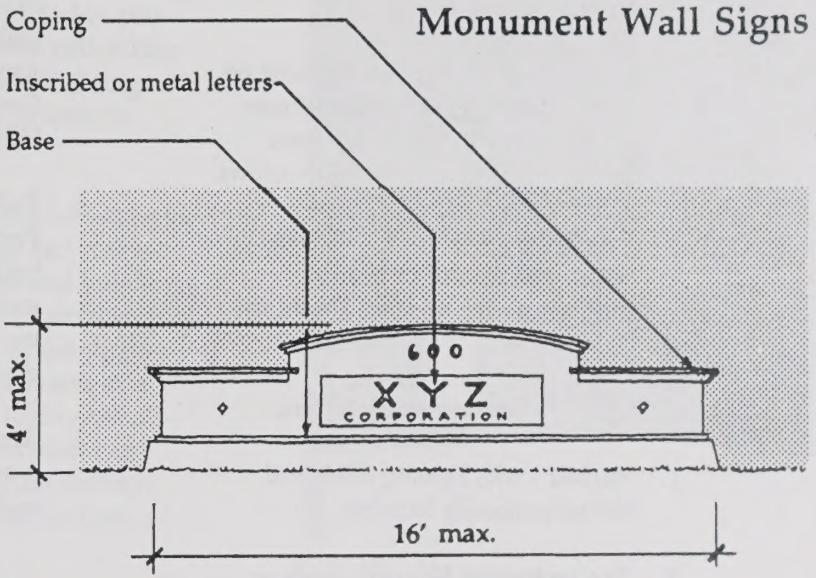

## Architectural Signs

Monument column signs with address/use.




Gateway sign with painted, or attached wood or metal letters, typ.

## Monument Wall Signs




4. **Other Sign Types:**

   a. **Figurative signs** - shaped to reflect the silhouette of a particular object (for example, a key, a coffee cup, etc.) are encouraged. These may be wall-mounted or projecting, but should reflect guidelines for the specific type of sign as listed above.

5. **Not Recommended:**

   a. **"Canned" signs** - are internally illuminated plastic panels within a sheet metal box enclosure. They should not be used. Inexpensive canned signs use a limited range of colors and lettering types, and tend to have no relationship to the architecture of the building.

   b. **Illuminated "balloon" awning signs** - are more appropriate for "commercial strip areas" and shall not be used.

C. MATERIALS - Recommendations are:

   1. **Signboards** - of wood or metal, with painted or engraved letters, or mounted letters of wood or metal.

2. **Silhouette or figurative signs** - three-dimensional letters, symbols, and/or ornamental figures made of wood or metal.

3. **Custom neon** - exterior-mounted on a signboard or metal support frame or enclosure, or interior-mounted behind clerestory or display windows.

4. **Fabric awnings** - such as canvas or nylon, with painted or applied lettering; plastic awnings should not be used.

D. LIGHTING - Recommendations are:

1. **Backlit** - with lighting inside and behind projecting lettering.

2. **Top or bottom lit** - with single or multiple spotlights.

3. See **Lighting** - under architectural design guidelines for recommendations on lamp color.

## WORKPLACE AND RESIDENTIAL AREA SIGNS

### I. DEVELOPMENT STANDARDS

A. FREE STANDING SIGNS - are the only signs, with the exception of incised letters on the building facade, permitted for *Workplace* or *Residential* Area development. (*Storefront Commercial* Area standards and guidelines apply to first floor commercial uses within *Workplace* buildings.)

1. **Monument Wall Signs** - shall be six (6) feet or less in height and sixteen (16) feet or less in width. Maximum square footage of sign area in the Residential and Light Industrial Areas is thirty-two (32) square feet and for the Storefront Commercial and Worklace Areas is forty (40) square feet.

2. **Taller Architectural Signs May Be Permitted** - if attached to walls, trellises, or similar architectural elements, or if they stylistically relate to the architecture of buildings(s) or other site features.

3. **Monument Column Signs** - shall be a maximum of six (6) feet in height and three (3) feet in width.

# LIGHTING

A. AREA LIGHTING - Sources for illuminating sidewalks, passageways, parking, and rear and side yard areas:

1. **Shall be Shielded** - from casting light higher than a line fifteen (15) degrees below the horizontal plane, as measured from the light source. They shall not cast light directly into adjacent residential windows; a translucent or optical lens diffuser globe or shield is recommended.

2. **Maximum Mounting Height** - of light sources for ground level illumination shall be fourteen (14) feet, measured from the finished grade of the area to be lit; height must be eighteen (18) feet at minimum if extending over a roadway surface.

B. ORNAMENTAL FIXTURES - Fixtures not used as primary area lighting and mounted with visible light sources:

1. **With Clear or No Diffuser** - individual lamp wattage should not exceed 60 watts incandescent, 20 watts fluorescent, or 40 watts high intensity discharge (H.I.D., such as metal halide, high pressure sodium, or mercury vapor lamps).

2. **With Frosted or Optical (fresnel type) Light Fixture Diffuser** - individual lamp wattage may not exceed 100 watts incandes-cent, 40 watts fluorescent, or 70 watts H.I.D.

C. SPECIAL CONDITION: STOREFRONT COMMERCIAL AREAS - The following recommendations are intended to promote an attractive nighttime pedestrian environment. They apply to lighting installations by either the private or public sector.

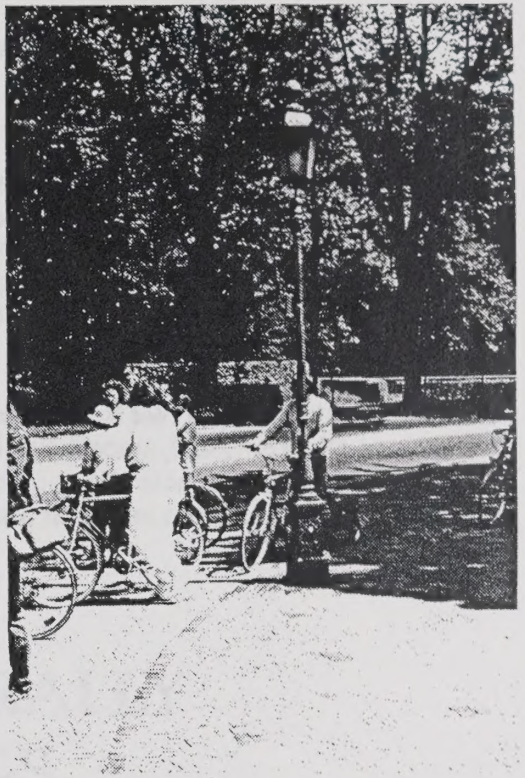
1. **Specialized Professional Assistance** - A good lighting design can make both tenant businesses and buildings highly recognizable and attractive by night, and contribute to the district's distinctiveness. The services of a lighting designer are highly recommended, as such a specialist can demonstrate and provide the best effect within a specified budget.

2. **Lighting Design:**

   a. **Use the minimum brightness** - for illumination of large areas.

   b. **Use brighter light to punctuate** - and accent important areas such as entries and special architectural features.

3. **Recommended Lamp Color/Types** - Color corrected ("white") high pressure sodium (HPS); color corrected (3,000 degrees K) metal halide; color corrected fluorescent (2,700 - 3,000 degrees K); incandescent.



***Ornamental fixtures with clear or frosted diffusers are recommended.***

4. **Lamps Not Recommended** - Standard ("peach") high pressure sodium, low pressure sodium, standard mercury vapor, cool white fluorescent.

5. **Metalwork** - Portions of lighting should be architecturally related to the building architecture. The color

and finish of lighting metalwork should match the building's metalwork, if any.

6. **Recommended Globes** - Clear borosilicate glass globes; clear acrylic or polycarbonate globes with optical diffusing (fresnel) patterns; translucent clear (frosted) or white acrylic or polycarbonate globes.

7. **Globe Types Not Recommended** - Clear or tinted, smooth finish acrylic or polycarbonate globes (they tend to show scratches and wear after several years).

*Appendix A*

# HISTORIC OR ARCHITECTURALLY SIGNIFICANT BUILDINGS

# APPENDIX A: HISTORIC OR ARCHITECTURALLY SIGNIFICANT BUILDINGS

The following list contains sites designated as having historical or cultural significance in the Specific Plan Project Area.

1. 446 Second Street - Sutter County Court house built in 1871 on the site of the 1858 courthouse which burned. In 1899, it was rebuilt with only minor architectural changes after another fire.

2. Second Street - Across from the Hall of Records was the site of Mission Hall built by the Yuba City Ladies Improvement Club in 1908. It was later used for the library and for other county offices.

3. Second Street - Across from the Hall of Records was the site of A. C. McLaughlin Law Office built in 1863. It was used as a law office by McLaughlin, one of the early District Attorneys of Sutter County. The building was moved and can now be seen at 819 Shasta Street.

4. 466 Second Street - Sutter County Hall of Records built in 1891 of brick and stone with concrete floors and vaulted basement ceilings.

5. 500 Second Street - Sanborn Law Office built in 1870. Mr. Sanborn, Lawrence Shillig and D. A. Winship practiced law in this office. The original wooden walls were covered by stucco in 1906. In 1908, Yuba City was incorporated as a city in this building.

6. 501 Second Street - Masonic Temple built in 1908. The lodge, Enterprise Lodge No. 70 Free and Accepted Masons, was the first granted a charter in 1855.

7. 222 B Street - Woodworth House built in 1906.

8. 223 B Street - A. H. Hewitt House built in the 1890's.

9. 230 B Street - Clark and Wilcoxen House built in 1870.

10. 229 B. Street - Dr Lyman House built in 1874. At one time the "largest walnut tree in the world" grew in the front yard of the house.

11. 238 B. Street - C. A. Duncan House built in 1873.

12. Bridge Street near Shasta Street - Yuba City Cemetery is located on 3-1/2 acres of land. Burials were made here as early as 1850.

13. 426 Bridge Street - Site of the Sierra Lumber Company built in the late 1800's. Part of the original "tower" is still standing at the southeast corner of Bridge and Shasta Streets.

14. 819 Shasta Street - A. C. McLaughlin Law Office located in 1953 from its original location across from the court house. It was a law office for A. C. McLaughlin and a Justice of the Peace office for Judge Hugh D. Moncur and courtroom for the Justice and Municipal Courts.

15. 761 Plumas Street - Yuba City Post Office.

16. 731 Plumas Street - Kiley Ranch House built in the 1800's.

17. 710 Plumas Street - Old Smith Theatre building from the 1930's.

18. 610 Plumas Street - Water Tower of Yuba City built in 1908 - 09 to replace the water tower destroyed in the 1907 fire. It was the former location of the City fire station. The City Hall was once located to the south of this tower in a tin building. Now this site is a small park area.

19. 212 C Street - Old Harkey House built about 1870. Harkey was an early sheriff of Sutter County. The house later became the residence of Sid Smith. It is currently being used as a "bed and breakfast" facility.

20. 218 C Street - Lawrence Shillig House built in 1900. It later became the home of Dr. S. R. Chandler. Dr. Chandler and B. F. Walton were active in organizing the Sutter Canning and Packing Company.

21. 224 C Street - The Stabler-Swinson House built in 1862. The R. C. Kells lived there from 1887 to 1899. Bennett Shillig lived there in 1902.

22. 241 C Street - Butler House was built in 1873. It was owned later by Judge Coats and by Lewis Duncan, a former Yuba City Police Chief and City Clerk.

23. 240 C Street - The Green House was built in 1895.

24. 253 - 259 C Street - Site of the first Yuba City Grammar School built in 1856, and used until it burned about 1900. The school was a large two-story wooden building with a bell tower.

25. C Street - Gauche Park was named after the former Mayor of Yuba City who served during the 1955 flood.

26. 364 Wilbur Avenue - Residence built in 1880.

27. 329 Second Street - O'Banion House built in 1880.

28. 360 Second Street - Eugene Boyd House built in 1890, by M.E. Sanborn. Mr. Boyd served as Sutter County Recorder from 1931 to 1963.

29. 370 Second Street - Probably built by Judge J. H. Craddock on land purchased from J. M. Fronk in 1872. It was later owned by Charles Weeman, Julia M. Coleman, C. G. Kline and D. A. Winship.

30. 379 Second Street - McGruder House built in 1887. Mr. McGruder was the United States Mining Inspector for hydraulic mining. It later was the home of C. F. Child.

31. 407 Second Street - Cutts House built about 1885, and later owned by Edward von Geldern.

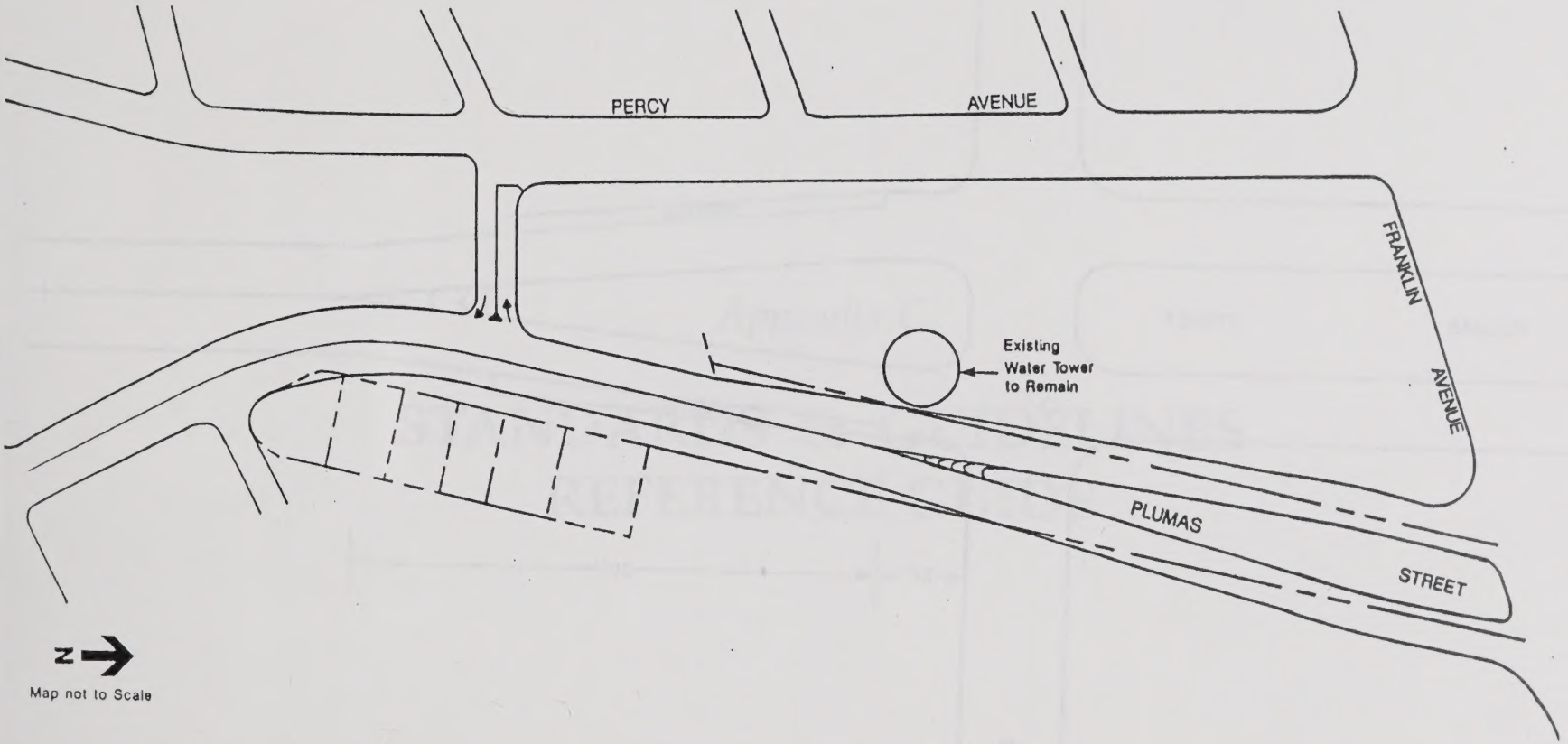
32. 413 Second Street - Rose Carpenter House built about 1880, and later owned by George Boyd.

33. 423 Second Street - Thomas D. Boyd House built in 1869. It was known as the Clark House in the 1870's.

34. 422 Second Street - McCampbell House built about 1880.

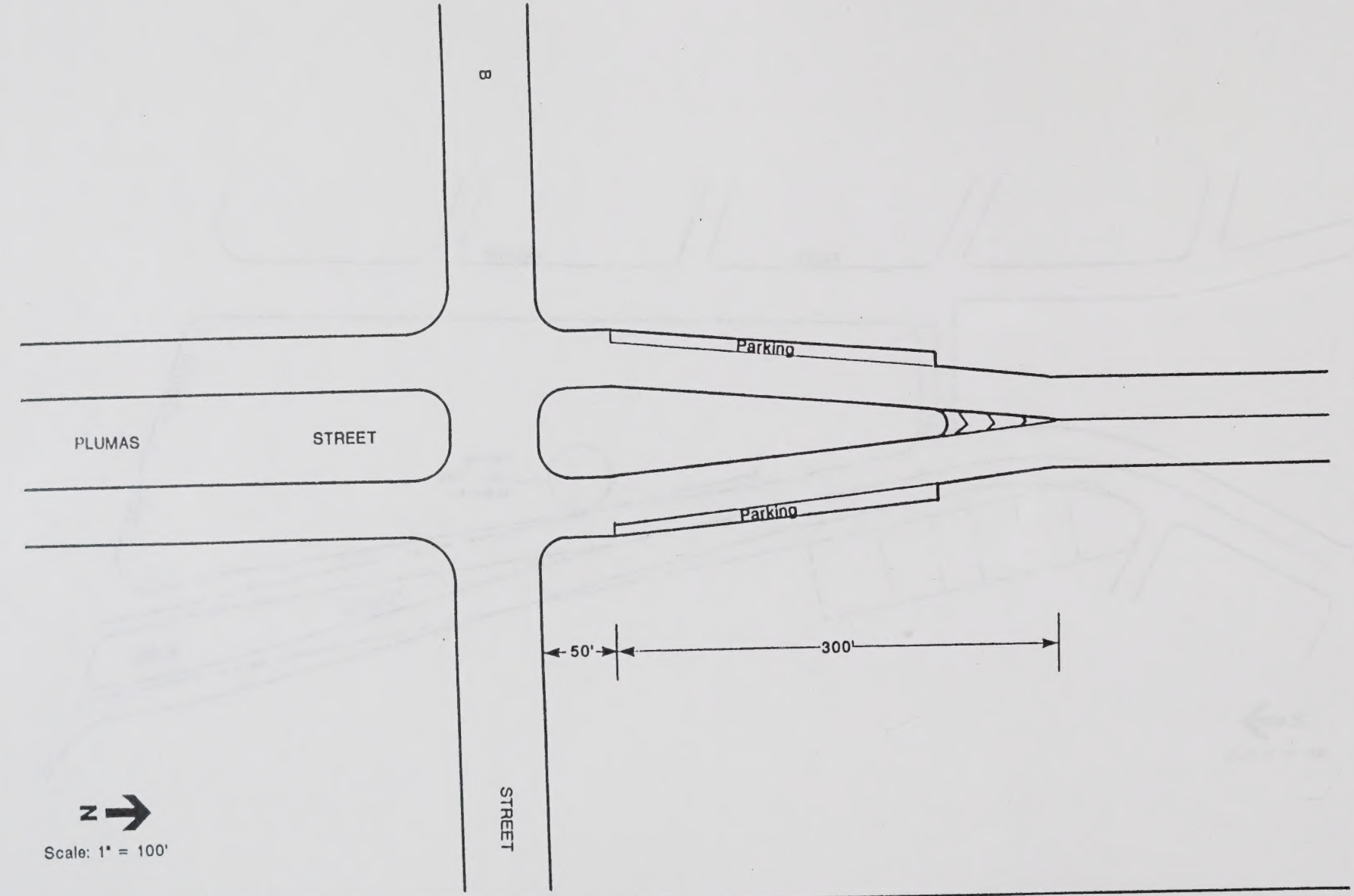
*Appendix B*

# INTERSECTION CONFIGURATIONS




CENTRAL CITY

# PROPOSED PLUMAS STREET ALIGNMENT




CENTRAL CITY

# PROPOSED INTERSECTION CONFIGURATION
# PLUMAS/B STREET

*Appendix C*

# STANDARDS & GUIDELINES REFERENCE GUIDE

# APPENDIX C: STANDARDS & GUIDELINES REFERENCE GUIDE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# ACKNOWLEDGEMENTS

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## CITY COUNCIL

Bob Barkhouse, Mayor
Karen Cartoscelli, Mayor Pro Tempore
Dennis Grilione
Dennis Nelson
Charles Pappageorge

## CITY PLANNING COMMISSION

Richard Grant, Chairman
Danny Buist
Michael Sexton
William Smith
Patricia Vise
Nancy Washburn
Lee Welch

## CITY STAFF

Jeff Foltz, City Administrator
William Besso, Director Parks & Recreation
Denis Cook, Director Planning
Laura Duncan, Redevelopment Deputy Director
Keith Fine, Director Public Works
Bill Fuller, Assistant to the City Administrator
Skip King, Recreation Superintendent
Jerry Orr, City Engineer
Colby Smith, Director Finance
Brian Trudgeon, Associate Planner
John Whiteman, Economic Development Director

## SPECIFIC PLAN CITIZENS COMMITTEE

Lee Brittenham
Sandra Brown-Abernathy
George Chumbley
Donald Covey
Cecil Don
Maynard Dunn
Ryan Kersting
William Meagher
George Murray
Susan Pacheco
Todd Strange
Michael Strong

## CONSULTANTS

**Freedman Tung & Bottomley**
*Urban Design and Town Planning*

Michael Freedman
Gregory Tung
Terence Bottomley
Colette Parsons
Anne Burns
Lani Lacanlali
Sara Kendall

**Korve Engineering, Inc.**
*Circulation and Transportation*

Robert Grandy
Aena Prakaesh

**Nolte & Associates**
*Engineers, Planners, Surveyors*

Al Johnson

**Mundie & Associates**
*Economics*

Suzanne Lampert

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